

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY LEGISLATIVE REPORT

Prepared for Utah Department of Transportation, Region 1



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Chapter 1

Executive Summary

The Davis Weber East-West Transportation Study was a response to the 2007 Utah State Legislature's House Bill 108 (HB 108) request to help communities study future east-west transportation needs. With no signs of a slowing population or opportunities for employment, the north Davis and Weber Counties must plan for a variety of transportation facilities to accommodate the anticipated growth.



Davis and Weber Counties continue to grow.

The Consultant Team prepared, on behalf of the Utah Department of Transportation and Wasatch Front Regional Council (WFRC), a Preferred Transportation Package for improved east-west mobility in north Davis and Weber Counties. Public input was sought to confirm that the transportation network would serve local residents.

Specifically, the study provides two key deliverables broadly described as follows:

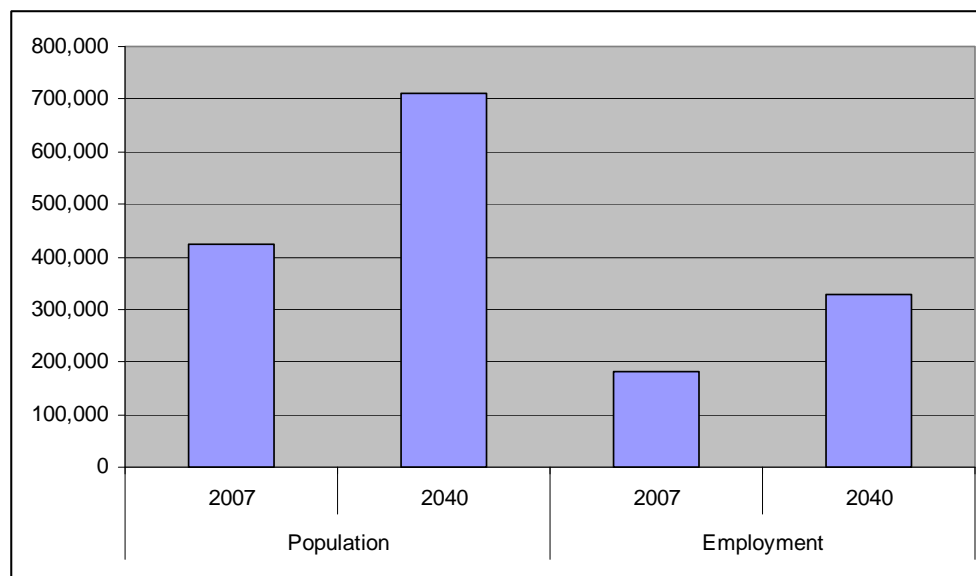
- A five-year priority list of transportation projects in sufficient detail to initiate project programming in the Statewide Transportation Improvement Program (STIP)
- A long term, year 2040, vision of east-west transportation improvements in the Study Area

Over the past year, the Consultant Team analyzed existing and future transportation needs and has worked with jurisdiction representatives to select transportation projects that provide sufficient capacity to address future mobility needs. Among other considerations, the evaluation criteria primarily included:

- the purpose and need of the project
- its environmental impacts
- cost and constructability

Various packages of projects were quantitatively and qualitatively evaluated and then individual projects were evaluated and selected.

Figure 1: Study Area Population and Employment Growth



Representatives from the Wasatch Front Regional Council and the Utah Department of Transportation received nominations at the Davis Weber East-West Transportation Study Kickoff Meeting in September 2007 and formed a Steering Committee which directed the Consultant Team during the study

process. The Steering Committee met regularly and represented many interests including private property owners, developers, conservationists, resource agencies, recreational interests and local and state governments. The Steering Committee formed two Working Group Committees to provide more localized expertise and knowledge that proved essential in developing and evaluating criteria and analyzing the results.

After a year of analysis and evaluation, the Davis Weber East-West Transportation Study identified a select number of projects to be completed in phases over the next 30 years that will optimize the Study Area's future transportation network. Most of the roads and transit facilities serve a mix of residential, retail and commercial land uses. The following is a list of the projects identified by segment and priority as well as a map showing the anticipated transportation improvements.

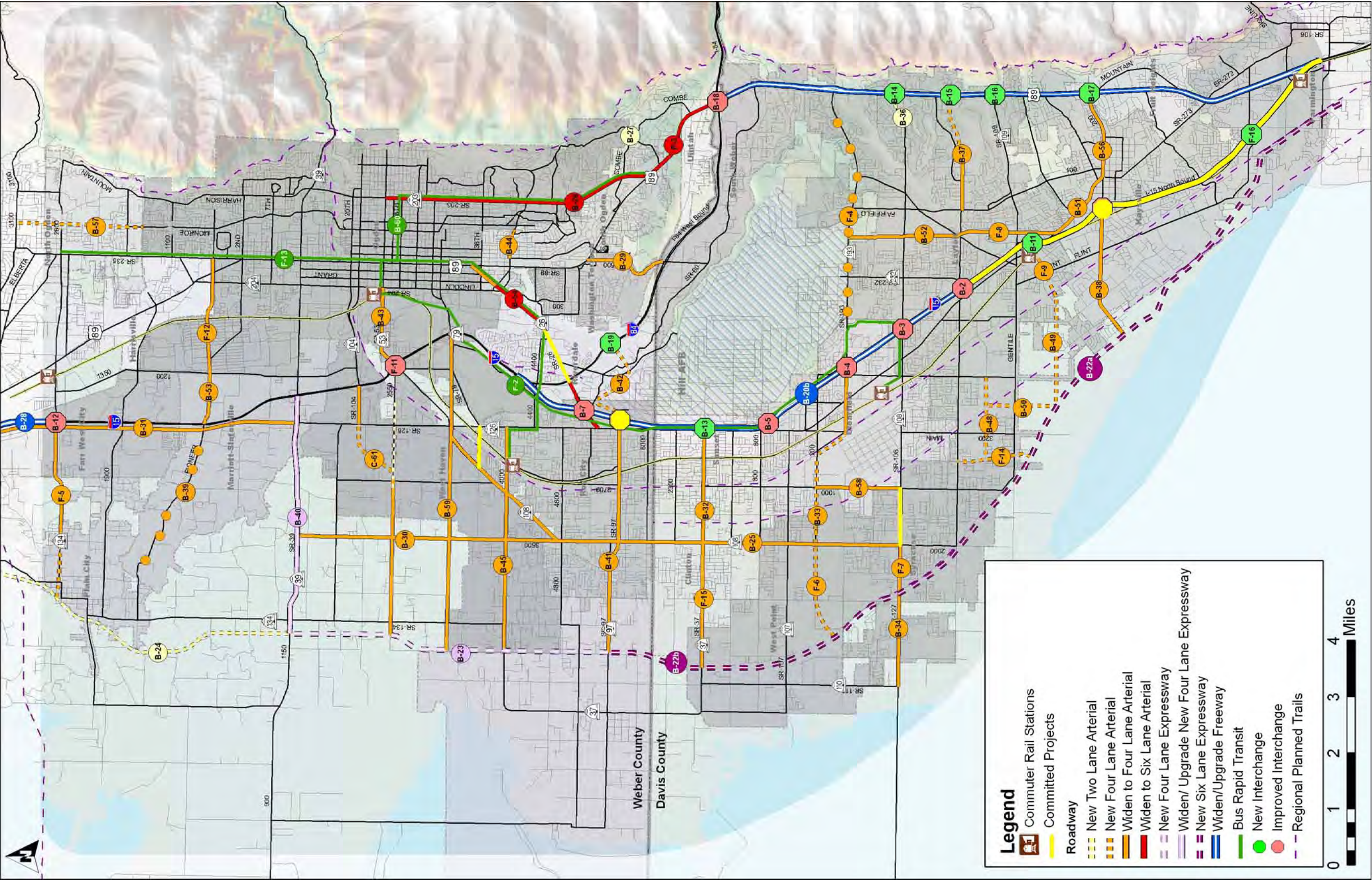
Table 1: Anticipated Transportation Improvements Identified by Segment

Highway							Interchanges						
Project	Priority	Location	From	To	Description	Lanes	Cost	Project	Priority	Location	Interchange/Intersection	Description	Cost
B22a	1	SR-67 Extension	Farmington	Syracuse Road	New Expressway	Six	807,000,000	B2	1	I-15	Layton - Hill Field Road	Upgrade	38,000,000
B25	1	SR-108	Syracuse Road	1900 West	Widening	Four	173,000,000	B4	1	I-15	Clearfield - SR-193	Upgrade	20,000,000
B26	1	Harrison Boulevard	SR-89	24th Street	Widening	Six	99,000,000	B5	1	I-15	Clearfield - 650 North	Upgrade	34,000,000
B32	1	1800 North (Sunset)	I-15	2000 West	Widening/New Construction	Four	48,000,000	B6	1	I-15	Roy - 5600 South	Upgrade	34,000,000
B33	1	200/700 South (Clearfield)	Main Street	2000 West	Widening/New Construction	Four	70,000,000	B7	1	I-15	Riverdale - Riverdale Road	Upgrade	35,000,000
B36	1	Antelope Drive	2550 E.	SR-89	New Construction	Two	4,000,000	B13	1	I-15	Sunset - 1800 North	New Interchange	155,000,000
B38	1	200 North (Kaysville)	I-15	SR-67 Extension	Widening	Four	42,000,000	B1	2	I-15	Kaysville - 200 North	Upgrade	40,000,000
B44	1	40th Street	Adams Ave	Gramercy Ave	Widening	Four	15,000,000	B3	2	I-15	Layton - Antelope Drive	Upgrade	40,000,000
B51	1	Main Street	I-15	200 North (Kaysville)	Widening	Four	23,000,000	B15	2	SR-89	Layton - Gordon Avenue	New Interchange	198,000,000
B54	1	Riverdale Road	SR-126	Washington Boulevard	Widening	Six	92,000,000	B16	2	SR-89	Layton - Oak Hills Drive (SR-109)	New Interchange	213,000,000
F3	1	SR-89	I-84	Harrison Blvd	Widening	Six	52,000,000	B17	2	SR-89	Fruit Heights - 200 North	New Interchange	247,000,000
F7	1	Syracuse Road	2000 West	SR-67 Extension	Widening	Four	17,000,000	B18	2	SR-89	I-84	Upgrade	319,000,000
F8	1	Fort Lane	Main Street	Gordon Ave	Widening	Four	24,000,000	F11	2	I-15	24th Street Interchange	Upgrade	160,000,000
F9	1	700 South (Layton)	I-15	Flint	Widening	Four	13,000,000	B12	3	I-15	Pleasant View - 2700 North	Upgrade	67,000,000
F14	1	3600 West (Layton)	Gordon Ave	SR-67 Extension	Widening/New Construction	Four	28,000,000	B14	3	SR-89	Layton - Antelope Drive	New Interchange	390,000,000
B20b	2	I-15	Gordon Ave	I-84	Widening	Six + HOV	213,000,000	B19	3	I-84	5600 South - Riverdale	New Interchange	244,000,000
B22b	2	SR-67 Extension	Syracuse Road	5600 South	New Expressway	Six	455,000,000	F16	3	I-15	Shepard Lane-Farmington	New Interchange	258,000,000
B23	2	SR-67 Extension	5600 South	12th Street	New Expressway	Four	293,000,000						
B28	2	I-15	2700 North	Box Elder County	Widening	Six	86,000,000						
B39	2	Pioneer Road	I-15	3500 West	Safety Improvements		8,000,000						
B40	2	12th Street	I-15	SR-67 Extension	Upgrade to Expressway	Four	97,000,000						
B41	2	5500/5600 South	I-15	SR-67 Extension	Widening	Four	94,000,000						
B43	2	24th Street	I-15	Wall Avenue	Widening	Four	119,000,000						
B45	2	4000 South	1900 West	SR-67 Extension	Widening	Four	92,000,000						
B49	2	700/900 South (Layton)	Flint	2700 West	New Construction	Four	66,000,000						
B56	2	200 North (Kaysville)	SR-126	SR-89	Widening	Four	26,000,000						
F4	2	SR-193	I-15	SR-89	Access Management		24,000,000						
F6	2	200 South (West Point)	2000 West	SR-67 Extension	New Construction	Four	40,000,000						
F15	2	1800 North (Sunset)	2000 West	SR-67 Extension	Widening/New Construction	Four	46,000,000						
B24	3	SR-67 Extension	12th Street	S & E Interchange	New Construction	Two	203,000,000						
B29	3	Adams Ave Toll Road	SR-89	I-84	Widening	Four	21,000,000						
B30	3	3500 West	Midland Drive	12th Street	Widening	Four	227,000,000						
B31	3	1900 West	12th Street	S & E Interchange	Widening	Four	292,000,000						
B34	3	Syracuse Road	SR-67 Extension	SR-110	Widening	Four	59,000,000						
B37	3	Gordon Avenue	Fairfield Road	SR-89	Widening/New Construction	Four	80,000,000						
B42	3	5500/5600 South	I-15	I-84	New Construction	Four	122,000,000						
B48	3	Hill Field Road Extension	2200 West	3600 West	New Construction	Four	55,000,000						
B50	3	2700 West (Layton)	Hill Field Road	SR-67 Extension	New Construction	Four	44,000,000						
B52	3	Fort Lane	Gordon Ave	SR 193	Widening	Four	85,000,000						
B53	3	400 North	I-15	1200 West	Widening	Four	26,000,000						
B57	3	Monroe Boulevard	1300 North	3000 North	New Construction	Four	98,000,000						
B58	3	1000 West	200 S	Antelope/SR 108	Widening	Four	55,000,000						
B59	3	3300 S	I-15	SR-67 Extension	Widening	Four	212,000,000						
C61	3	2100 S / 2550 South	I-15	SR-67 Extension	Widening/New Construction	Four	201,000,000						
F5	3	2700 North (SR-134)	I-15	SR-67 Extension	Widening/New Construction	Four	142,000,000						
F12	3	400 North	1200 West	Wall Avenue	Widening/New Construction	Four	122,000,000						

Transit						
Project	Priority	Location	From	To	Description	Cost
B60	1	24th Street/Harrison Blvd	Ogden Commuter Rail Station	SR-89	Bus Rapid Transit	112,000,000
F2	2	Bamberger Line	Ogden Commuter Rail Station	Hill/Clearfield	Bus Rapid Transit	427,000,000
F13	3	North Ogden	Washington	Roy Commuter Rail Station	Bus Rapid Transit	325,000,000

Phase	Priority 1	Priority 2	Priority 3	Total
Cost	\$1,935,000,000	\$3,303,000,000	\$3,328,000,000	\$8,566,000,000

Figure 2: Anticipated Transportation Improvements



Chapter 2 Introduction

This chapter provides an overview of the Davis Weber East-West Transportation Study including a discussion of the process. The Study Area is introduced along with the Project Management Team.

Study Overview

With the passage of House Bill 108 (HB 108), the 2007 Utah Legislature directed the Utah Department of Transportation (UDOT) to complete a study of east-west transportation improvements in Salt Lake County and counties of the second class that include Utah, Davis, Weber and Washington.

The studies that are being completed in accordance with HB 108 include:

- Salt Lake East-West Transportation Planning Study
- Northern Utah Valley East-West Corridor Study
- Washington County Eastern Hurricane Study and I-15 Study
- Davis Weber East-West Transportation Study (DWEWTS)

The legislative intent of HB 108 was to have UDOT study possible east-west transportation improvements and suggest alternatives to the Legislature for consideration and funding.



Hill Aerospace Museum at Hill Air Force Base. The base is a major employer and an iconic image in the study area.

This study involves long term planning for growth and transportation needs in north Davis and Weber Counties. Additionally, it involves the development of a long-term transportation plan and prioritization of transportation improvement projects necessary to serve the east-west mobility needs of this region.

Davis Weber East-West Transportation Study Process

One goal of the study was to create a public involvement plan that provided meaningful opportunities for the public to be informed and involved in the development of a 30-year transportation vision and a five-year transportation project short list for improved east-west mobility in north Davis and Weber Counties. Specifically, the study has two key deliverables broadly described as follows:

- A five-year priority list of transportation projects in sufficient detail to initiate project programming in the Statewide Transportation Improvement Program (STIP)
- A long term, year 2040, vision of east-west transportation improvements in the Study Area

The project also incorporates a thoughtful and tactical project schedule which coordinates legislative milestones, technical study progress, and community dialogue and input; many jurisdictions, large employers and individuals in the Study Area came together to comment and provide insight.

Project Management Team



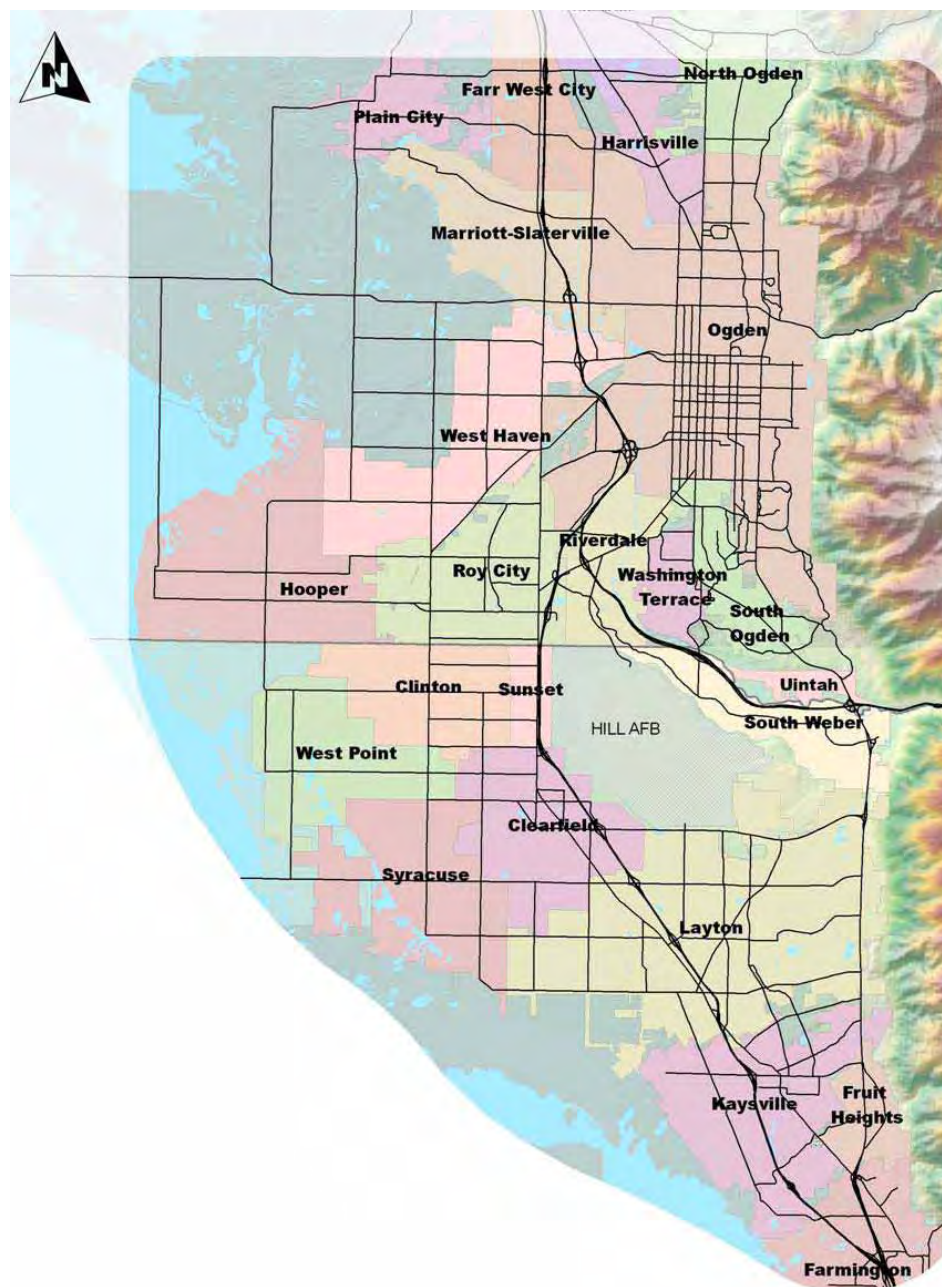
Many entities participated in this study.

The Project Management Team played an important role in the administration of the DWEWTS. Individuals representing the state transportation agency, UDOT; the regional planning organization, WFRC; and the private consulting firms, InterPlan, J-U-B Engineers and The Langdon Group, all worked together to facilitate the completion of this study.

Study Area

The Study Area was divided into work group regions to facilitate discussion of common interests, challenges and issues. The west study area includes jurisdictions and large employers between the SR-67 Extension alignment and I-15 from the US-89 and I-15 merge to approximately Pioneer Road. The east study area includes jurisdictions and large employers between US-89 and I-15 from the US-89 and I-15 merge to approximately 2700 North. Exact planning boundaries were determined by growth trends and expectations derived as part of the study.

Figure 3: Map of Study Area



Chapter 3

Agency and Public Involvement

This chapter provides an overview of the efforts taken to engage residents of the Study Area and others in a public process that resulted in a future transportation network that is an asset.

Introduction

While technical data and complex models drive the formation of a transportation study, an accompanying inclusive public process lends credibility to the technical analysis performed. With this in mind, the Consultant Team followed a carefully designed public involvement process meant to engage stakeholders at all levels in a meaningful way.

The purpose of this engagement was threefold:

- Provide opportunities for input: Certainly a capable technical planning team was able to gather and analyze data and projections, but there is also a human side to a transportation study. Engaging the public who deal with the transportation issues of the Study Area every day – from city planners to the everyday citizen – was critical in completing the scope of analysis.
- Provide feedback and updates on study progress: As information was gathered and processed from all sources, it was critical to close the loop with the public. As such, the study team provided ample opportunity for members of the public to learn about study progress and stay informed on findings and proposed plans.



(photo credit: RYAN MCGEENEY/Standard-Examiner)
The public participated in four open houses during the study.

- Provide study credibility: Without a transparent and inclusive process, any public endeavor is susceptible to criticism if decisions are made without regard to the public good. This in mind, the Consultant Team executed and documented an open and thorough process, where any interested party could have a say in proposed outcomes.

Representatives from UDOT, InterPlan, J-U-B Engineers, and The Langdon Group were heavily involved in all outreach efforts. The group was responsible for gathering the necessary technical and analytical data and coordinating with the various stakeholders in the region in order to produce the transportation plans requested by the Legislature. The Langdon Group worked closely with this team in all public involvement efforts and relied on this team for the substance of public interactions.

In short, UDOT and the Consultant Team were interested in making this a comprehensive study, founded on technical data as well as public input. Combining those two data streams has produced a well-rounded study, with proposed vision and action plans that are technically sound and publicly vetted.

Methods and Process

The Consultant Team used the methods below to engage study stakeholders. The overarching philosophy of the public process was to approach stakeholders at three levels: policy, program and public. At the policy level, agency and organizational decision-makers were engaged by committee. At the program level, city staff and other managers were involved either by committee or direct consultation. At the public level, various mechanisms combined to both receive input and provide information to the public. This approach facilitated the collection and understanding of a wide cross-section of interests and issues.

Kickoff and Agency Partnering Meeting

The Consultant Team held an Agency Partnering meeting on October 25, 2007 at Weber State University. The meeting was attended by officials from the Study Area cities, WFRC, UDOT, and other interest groups and organizations.

The purpose of the meeting was to discuss the various interests that defined the study and to clarify roles and responsibilities of each entity involved.

Participants were invited to join brief roundtable discussions with others about the interests at stake that concerned them. Interest areas included:

- | | |
|--------------------------------------|------------------------------------|
| ▪ Economic development | ▪ Funding |
| ▪ Environment and quality growth | ▪ Mobility and multi-modal options |
| ▪ East-west vs. north-south mobility | ▪ Safety |

After participating in two or three roundtable discussions on different topics, participants were asked to nominate one or two representatives of each interest category to sit on the study's Steering Committee.

Steering Committee

The Steering Committee represents 22 agency and special-interest group representatives to guide the study process at a quasi-policy level.

Table 2: Steering Committee Membership

Steering Committee			
Topic	Name	Affiliation	Position
Economic Development	Chris Hillman	Clearfield City	City Manager
Economic Development	Wilf Sommerkorn	Davis Council of Governments	Community & Economic Development Director
Economic Development	Darrin Wray	Hill Air Force Base	West Side Development Project Manager
Economic Development	Sue Zampedri	Ogden City	Council Staff
Environment & Quality Growth	Nicol Gagstetter	The Nature Conservancy	Government Relations Specialist
Environment & Quality Growth	Helene Liebman	Weber Pathways	Executive Director
Environment & Quality Growth	Becky Messerly	Western Weber County Planning	Planning Commissioner
Environment & Quality Growth	Bret Millburn	Davis County Commission	County Commissioner
East-West vs. North-South	Boyd Davis	West Point City	City Engineer
East-West vs. North-South	Nathan Lee	UDOT	Region Program Manager
East-West vs. North-South	Kent Nomura	Hill Air Force Base	75 CES/CEES
East-West vs. North-South	Jan Zogmaister	Weber County	Commissioner
Funding	Craig Dearden	Weber County	Commissioner
Funding	Max Forbush	Farmington City	City Manager
Mobility & Multi-Modal	Kevin Hansen	Weber State University	Facilities Management
Mobility & Multi-Modal	Kent Jorgenson	Utah Transit Authority (UTA)	Regional Marketing Specialist
Mobility & Multi-Modal	Sue Morgan	Weber School District	Routing Specialist
Mobility & Multi-Modal	Bruce Talbot	Pleasant View City	Director of Community & Development Services
Safety	Curtis Christensen	Weber County	Weber County Engineer
Safety	Louenda Downs	Davis County Commission	Commissioner
Safety	Steve Handy	Layton City	City Council member

The group was based primarily on interests rather than geography, but the makeup of the group was representative of the demographics in the region. The Consultant Team members asked attendees of the DWEWTS Kickoff meeting to nominate individuals based upon one of the six areas of interest identified. After a review of the nominations the Consultant Team, in collaboration with representatives from UDOT and the WFRC, selected the Steering Committee members.

One function of the Steering Committee was to bridge the geographic separation of the Working Groups. The Steering Committee met in December 2007 and in April and July of 2008.

Working Groups

For this study, there were two Working Groups – one east of I-15 and one west of I-15 – of 12 to 15 representatives each.

These two groups were geographically based and were primarily made up of city representatives. The Consultant Team intentionally combined representatives from Davis and Weber Counties to get a cross-section of interests while also setting a local focus.

These groups provided an on-the-ground perspective to project plans as they developed, meeting in January, March and May of 2008. Working Group members were also invited to attend the final Steering Committee meeting in July.

Table 3: East and West Working Group Membership

East Working Group		
County/City	Name	Title
Davis County	Scott Hess	Community Development Planner
Weber County	Curtis Christensen	County Engineer
Farmington City	Dave Petersen	Community Development Director
Farr West City	Bill Malone	Planning Commissioner
Harrisville City	Gene Bingham	Public Works Director
Kaysville City	Andy Thompson	City Engineer
Layton City	Peter Matson	Long Range Planner
Marriott-Slaterville City	Bill Morris	City Administrator and General Counsel
North Ogden City	Craig Barker	Community Development Director
Ogden City	Greg Montgomery	Planning Manager
Pleasant View City	Bruce Talbot	Director of Community and Development Services
Riverdale City	Shawn Douglas	Deputy Public Works Director
South Ogden City	Scott Darrington	City Administrator
South Weber City	Barry Burton	Assistant Director Davis County Department of Community and Economic Development; Planner for South Weber City
Uintah City	Craig Kendell	Mayor
Hill Air Force Base	Kent Nomura	75 CES/CEES
Hill Air Force Base	Darrin Wray	West Side Development Project Manager

West Working Group		
City/County	Name	Title
Weber County	Curtis Christensen	County Engineer
Davis County	Scott Hess	Community Development Planner
Clearfield City	Gregg Benson	City Planner
Clearfield City	Kent Bush	Planning and Zoning Administrator
Clinton City	Lynn Vinzant	Assistant City Manager/Community Development Director
Farr West City	Mike Lunt	City Council Member
Farr West City	Bill Malone	Planning and Zoning
Hooper City	Glenn Barrow	Mayor
Kaysville City	Andy Thompson	City Engineer
Layton City	Peter Matson	Long Range Planner
Marriott-Slaterville City	Bill Morris	City Administrator & General Counsel
Plain City	Brett Ferrin	City Council Member
Roy City	Mark Larson	City Planner
Sunset City	Mickey Hennesse	Public Works Director
Syracuse City	Rodger Worthen	City Administrator
West Haven City	Steven Anderson	Engineer/Planner
West Point City	Boyd Davis	City Engineer
Hill Air Force Base	Kent Nomura	75CES/CEES

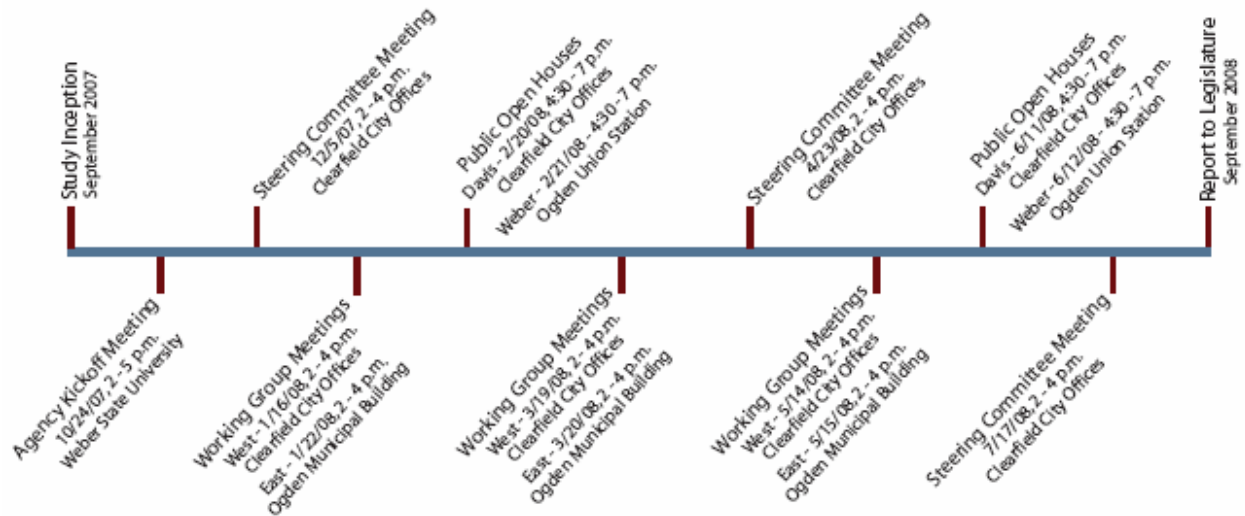
Open Houses

The study team held a total of four open houses throughout the study process: two identical meetings were held in February 2008 and two in June 2008. These meetings were open to the public and were hosted in Clearfield and Ogden.

The February open houses were focused on soliciting public input on the vision of the study. At this stage, public input was factored heavily into study decisions moving forward.

The June open houses were designed to inform stakeholders of draft study outcomes and again to solicit feedback. At these meetings, the draft Preferred Transportation Package was presented as well as the draft prioritization.

Figure 4: Study Time Line



Study Team Availability

A key component of any study or project process is the constant availability of the Study Team to the public to answer questions, provide updates/information and resolve concerns. This availability was provided via a project-dedicated phone line and E-mail address. All interactions with the public were tracked in a comprehensive study database from which reports and updates were generated for use by the Consultant Team and other study groups.

Study Website

Given the expansive geography of the study area, a vital piece of the outreach effort was a study website, www.udot.utah.gov/daviswebereastwest.

Note: Agendas and materials from the above meetings and methods are included in the Appendix.

Chapter 4

Study Area Growth Forecasts

This chapter forecasts the 2040 population, employment, and dwelling unit characteristics of the Study Area and begins to describe the backdrop and vision for the Study Area future.

Data Collection to Ensure Accurate Population Forecasting

The Study Area is growing rapidly. This growth brings changes and challenges to the transportation system in Davis and Weber Counties that this study addressed.

In order to plan for a transportation network that will accommodate future population growth, a careful examination of projected socio-economic conditions occurred. This section provides a summary of existing population, employment, and dwelling units in the Study Area to assist in transportation planning for the year 2040.

Consultant team members from InterPlan met with representatives from jurisdictions within the Study Area to determine if existing and expected growth were adequately reflected in the WFRC forecasts and related travel demand model.

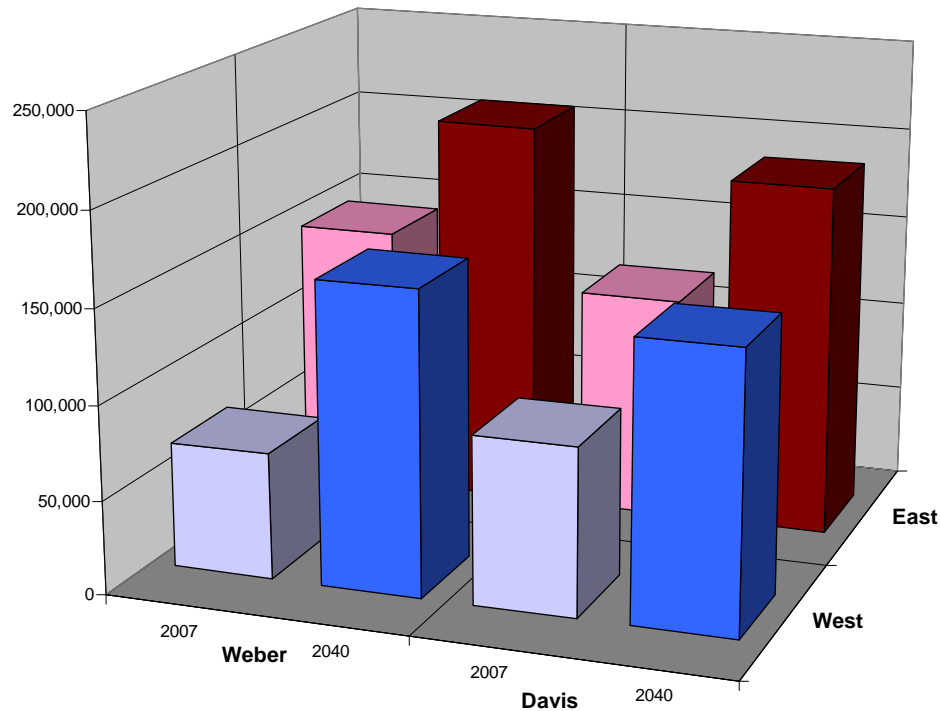


Congestion often increases as growth occurs.

Population

As with the non-study areas of Davis and Weber Counties and the state as a whole, population projections for the Study Area show steady growth in the coming decades. The existing and future population is shown for the east and west portions of the Study Area in Figure 5. It should be emphasized that jurisdiction level projections included in this analysis are based on an aggregate of traffic analysis zones (TAZs), as used in the travel demand model, and do not necessarily match exact city or county boundaries.

Figure 5: Population Growth 2007 and 2040, by east and west portions of the Study Area



Source: Wasatch Front Regional Council Traffic Analysis Zone data

Davis County's growth rate levels off in the year 2020, most likely due to build out of available land. Between the 1990 and 2000 US Census, Davis County grew by 27 percent or by 51,053 individuals. Weber County grew at a slightly slower pace during the same period of time: 24 percent or 38,203 individuals. Between the April 1, 2000 US Census and Utah's Population Estimates by County for 2006, Davis County has already experienced a 19 percent increase in their population and Weber County a nine percent increase. The population increases dramatically in the western portion of the northwest quadrant of Davis County. Western Weber County experiences strong growth as well. The population expands from Ogden and moves south and west. The impact of this growth on the transportation network will be significant.

A strong example of growth in the Study Area is the city of West Haven. The aerial photographs below provide a comparison of growth between 1993 and 2006. In 1993,

West Haven was a very small community yet to experience growth. By 2006, West Haven had grown remarkably through residential and commercial development. West Haven is only one example of the rapid growth that will be experienced in the Study Area in the coming years.

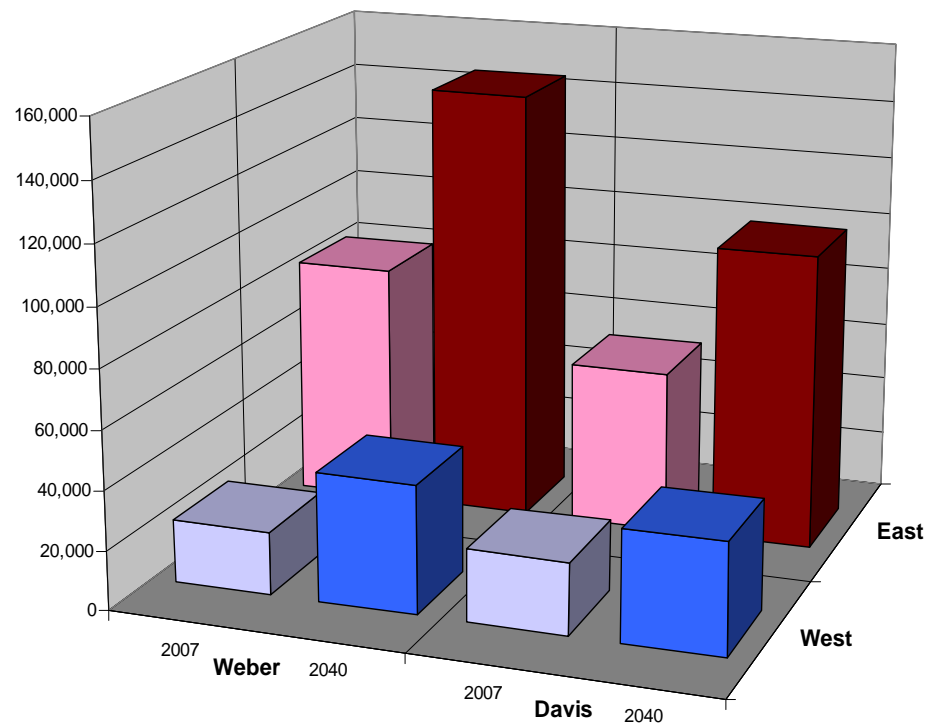
Figure 6: Photos of growth in West Haven between 1993 and 2006



Employment

Population and Employment are closely linked socio-economic factors.

Figure 7: Employment Growth 2007 and 2040, by east and west portions of the Study Area

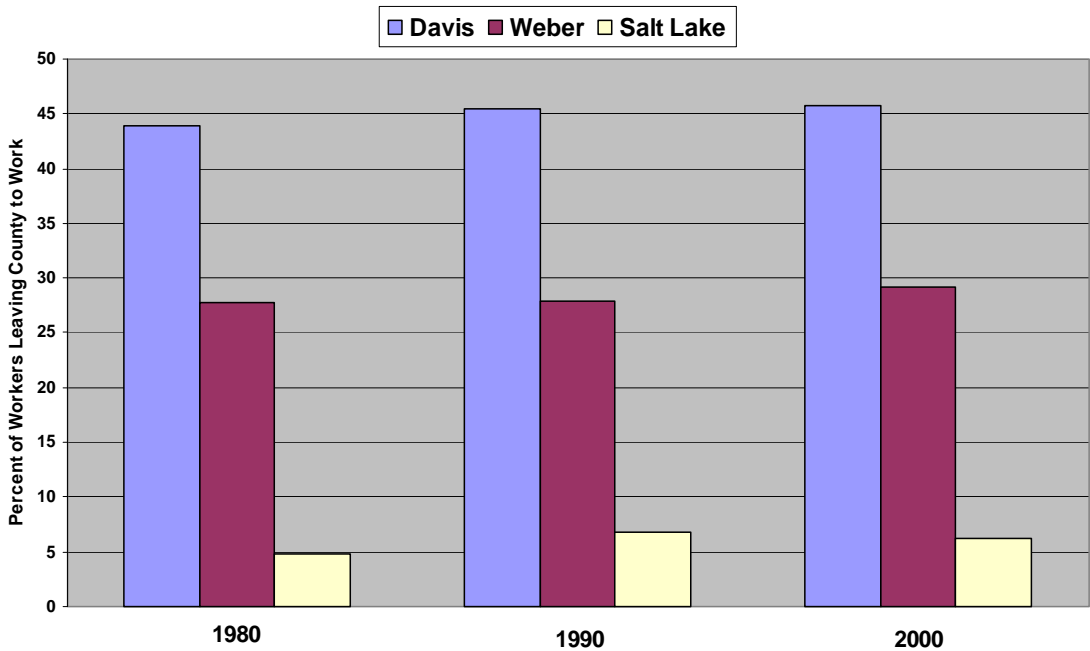


Source: Wasatch Front Regional Council Traffic Analysis Zone data

A review of Figure 7 shows that both north Davis and Weber Counties experience job growth from 2007 through planning year 2040. Weber County experiences a stronger job growth than Davis County over the same period of time. This rapid increase in Weber County could be due to several large employment centers that might expand in the future. In Davis County, some growth will result from a 550 acre Falcon Hill National Aerospace Research Park located on the west side of Hill Air Force Base adjacent to I-15. Hill Air Force Base analysts believe that over 15,000 jobs will result from this development. What is noteworthy is the significant job growth that occurs on the east side of I-15. Currently, there is a pattern of more population than jobs on the west side of I-15 and this pattern continues to planning year 2040.

The growth of both population and employment in the Study Area will have significant impact on both the local and regional transportation networks. The historical commuting patterns of the residents in Davis and Weber Counties show that nearly 50 percent of Davis residents and over 25 percent of Weber residents travel to work outside of their county of residence (see Figure 8). Salt Lake County residents, on the other hand, do not generally leave Salt Lake County for employment.

Figure 8: Historical resident workers leaving Davis or Weber Counties to work in another county

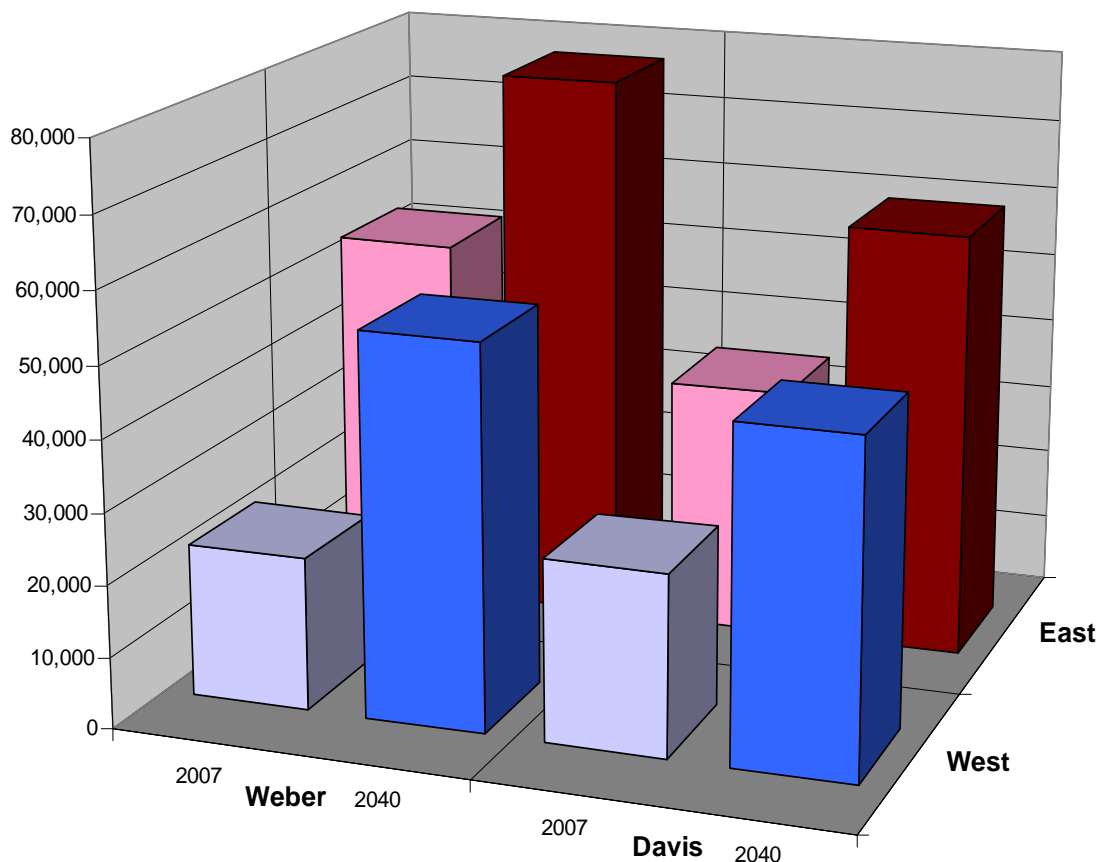


Source: US Census

Dwelling Units

Based upon the discussions with individual jurisdictions conducted by InterPlan staff members, some dwelling unit numbers were adjusted by TAZ within the travel demand model.

Figure 9: Dwelling Unit Growth 2007 and 2040, by east and west portions of the Study Area



Source: Davis and Weber County city jurisdictions

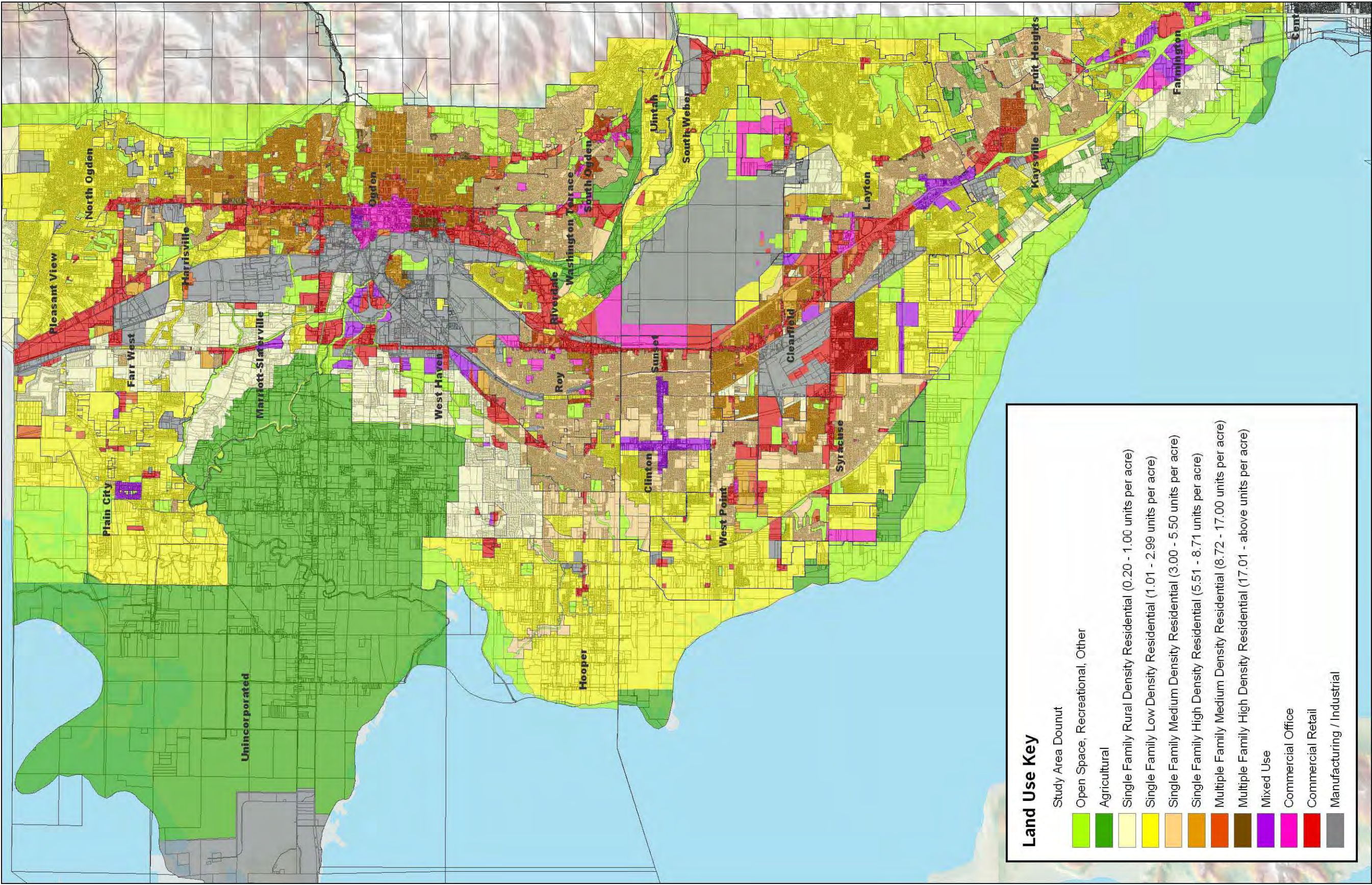
The growth in dwelling units in the Weber and Davis areas increases markedly between 2007 and 2040, especially on the west side of the Study Area. Figure 9 shows the growth in dwelling units for the complete Study Area divided geographically by the east and west side. It is clear that there is strong growth in the number of dwelling units through planning year 2040. This will have an impact on the planning of a transportation network.

Land Use

The historical land use development has been from east to west and south to north. Future development patterns within the Study Area are not expected to change dramatically in coming years. Employment numbers indicate that while most cities do anticipate adding commercial land uses in coming decades, and thereby increasing employment opportunities; however, there will continue to be more residents than jobs. As with existing land uses, residential development will continue to be primarily single-family and suburban in nature causing most workers that live in the area to seek employment elsewhere.

Figure 10 shows the residential versus agricultural, commercial and industrial land uses in the Study Area. It is apparent that while there are areas of employment and commercial activity in the Study Area, the majority of development is low density residential land use. However, the land use may change in the future. Ogden plans high density development for its downtown core. Additionally, a mixed use development pattern is becoming a popular option for new development in the Study Area. For example, a large mixed used development is planned that will require cooperation and collaboration between the cities of Syracuse, Clearfield and West Point.

Figure 10: 2007 Land Use in the Study Area



Chapter 5 Existing Studies

The Davis Weber East-West Transportation Study is not the first time transportation issues have been addressed in the Study Area. It is important that this study builds on past analyses. This chapter introduces the existing highway and transit studies recently completed, or currently being completed in the Study Area.

Regional Planning

As stated earlier, the WFRC is responsible for the regional level transportation planning in the urbanized areas of Salt Lake, Davis and Weber Counties. Once every four years, the WFRC, in collaboration with UDOT and the Utah Transit Authority (UTA), along with other interested stakeholders, is mandated by the federal government to produce or update a regional transportation plan. The Wasatch Front Regional Transportation Plan 2007-2030, or more commonly known as the Wasatch Front 2030 RTP, was last adopted on May 24, 2007. Highway and transit projects anticipated in the next 23 years in Davis and Weber Counties are included in the WFRC's 2030 RTP.



The growth in the region impacts transportation at a regional level.

Transportation Studies

In the past, many of the regional transportation studies have focused more on north-south transportation issues. Recent north-south studies, identified in the Study Area, being reviewed as part of this study include the following:

- US-89 I-15/Farmington to Harrison Boulevard/South Ogden Davis and Weber Counties, Utah. Final Environmental Impact Statement (1996)
- North Legacy Transportation Corridor Study (2001)
- Inter-Regional Corridor Alternatives Analysis (2002)
- Weber County to Salt Lake Commuter Rail. Environmental Impact Statement (2005)
- I-15 Corridor Plan – Kaysville to Ogden (2005)
- SR-108 Environmental Impact Statement (in process)
- North Legacy Supplemental Corridor Study (in process)
- South Davis Transit Study (in process)

By comparison, recent east-west studies include:

- 200/700 South Corridor Preservation Study (2000)
- SR-79; Hinckley Drive Extension to SR-108, Ogden. Environmental Assessment (2002)
- Syracuse Road 1000 West to 2000 West. Environmental Impact Statement (2007)
- Layton Interchange. Environmental Impact Statement (in process)
- North Legacy Connector (in process)

Other studies, past and in process, that examine both east-west and north-south transportation corridors:

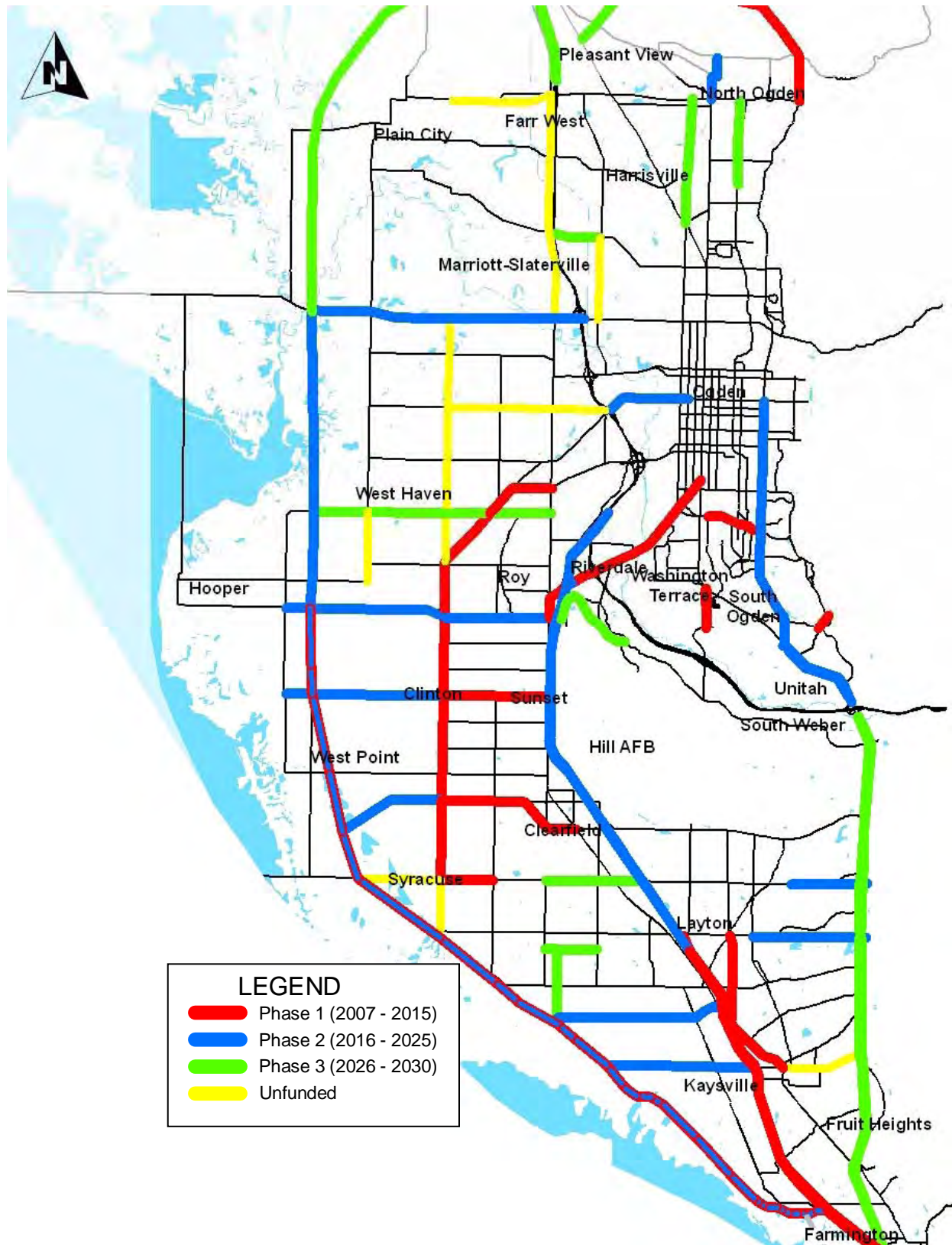
- West Central Weber County General Plan (2003)
- Ogden/Weber State Transit Corridor Study (2005)
- North Weber County Corridor Preservation Study (2005)
- Weber State University Master Transportation Plan (2006)
- West Point City Transportation Master Plan (2007)
- SR-26 Riverdale Road from 1900 West to Washington Boulevard. Environmental Impact Statement (2007)

The Consultant Team reviewed all existing studies, both north-south and east-west, as part of the study process so as to provide an all encompassing approach to east-west transportation issues.

Wasatch Front 2030 RTP

The Wasatch Front 2030 RTP is a starting point from which the Davis Weber East-West Transportation Study proceeds. Through specialized study and analysis, the Consultant Team examined the capacity of the east-west roads in the Study Area as well as reviewed other existing studies to estimate the timing of proposed transportation improvement projects. The following map represents the Wasatch Front 2030 RTP Highway Projects in the Study Area.

Figure 11: Wasatch Front 2030 RTP Highway Projects by Phase



Chapter 6

Initial Needs Assessment and Future Deficiencies

Overall, solid steady growth in the Study Area will create challenges for the existing transportation network. Not only will there need to be changes in the way individuals travel, but transportation facilities will need to be constructed as well as expanded in order to accommodate the burgeoning population. The above analysis on the socio-economic data in the Study Area provides a base upon which to evaluate proposed transportation networks that accommodate the requirements of 2007 HB 108.

Travel Patterns

The activities that motivate an individual to travel from one place to another are at the base of understanding travel patterns. For example, traveling to work or to the grocery store creates individual movements that collectively become travel patterns when the many individual movements are grouped together. This section provides analysis on the travel patterns that are made by all trips as well as work trips made by individuals in the Study Area. For analysis purposes, the Study Area has been divided into eight travel districts or areas: Northwest, Northeast and Southwest Weber County, Ogden, Northwest, West and East Davis



The transportation system must meet various types of needs.

County and Hill Air Force Base. Figure 12 shows the percent of work trips and total trips to the Salt Lake area from the Study Area in 2007.

Figure 12: 2007 Percentage of Trips taken to the Salt Lake Area

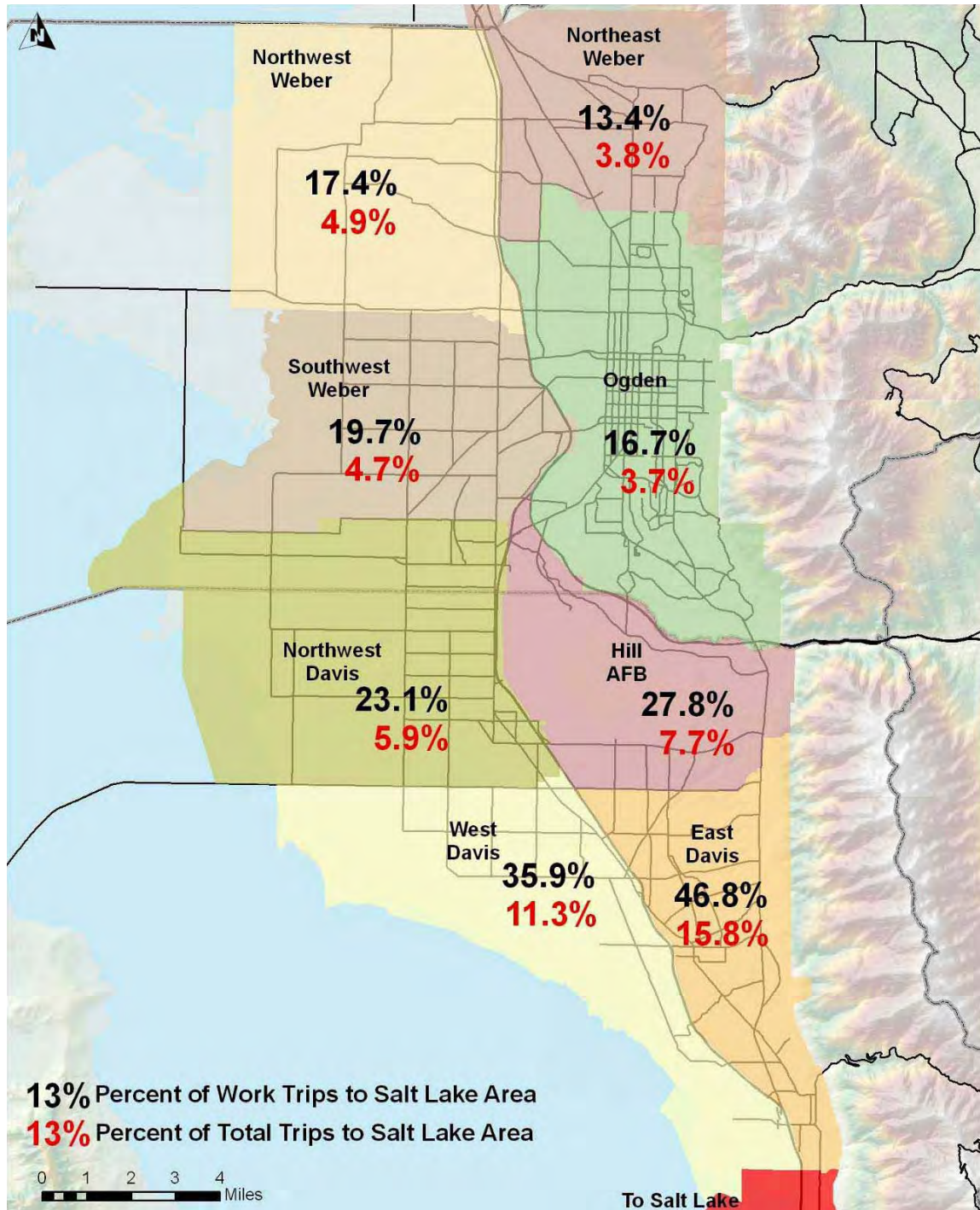
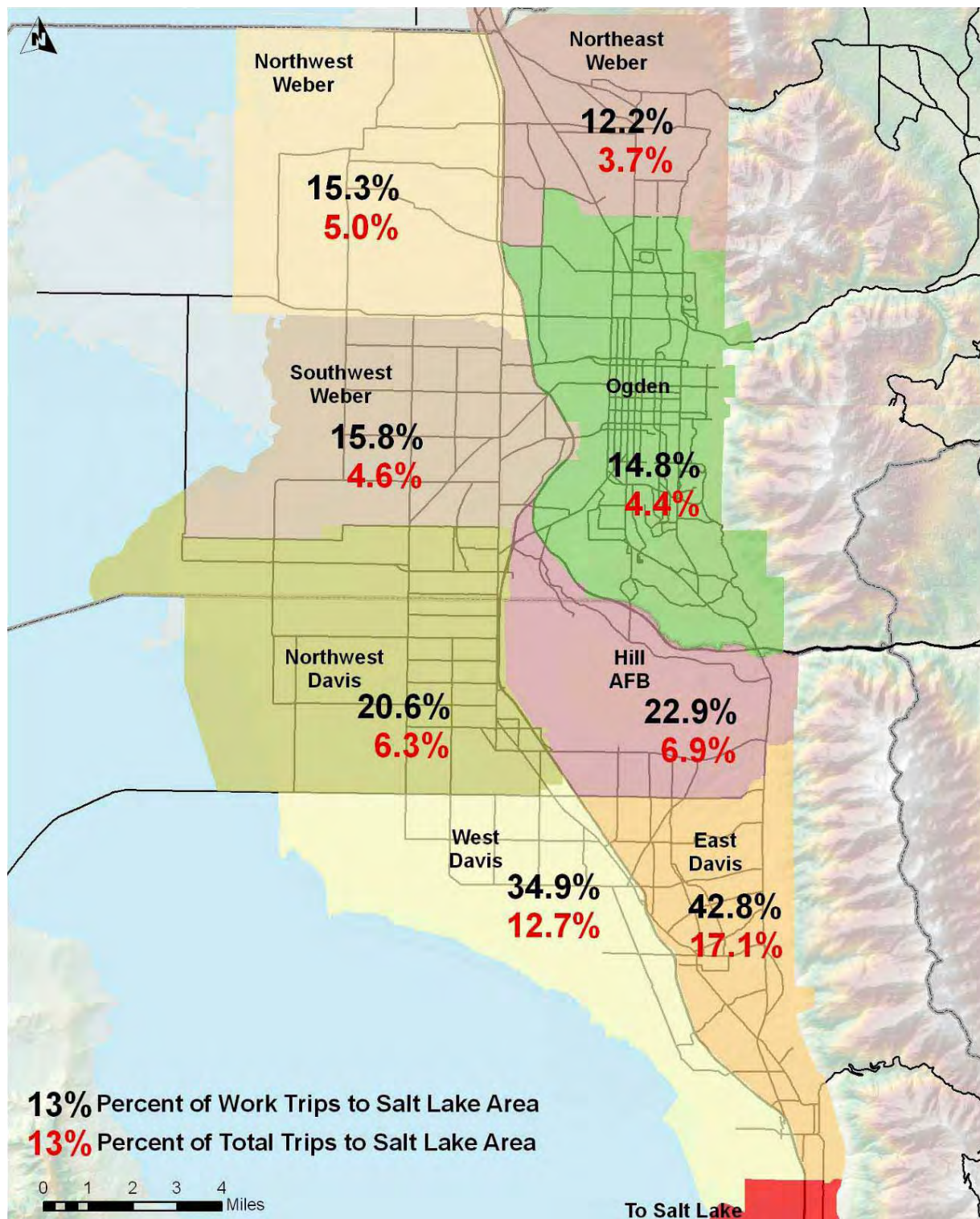


Figure 13: 2040 Percentage of Trips taken to Salt Lake Area



Work Trips

Figures 12 and 13 forecast that in 2040 the percentage of work trips to the Salt Lake area decreases slightly for all travel districts. For example, in 2007 47 percent of the work trips for the East Davis travel district go to Salt Lake, but in 2040 it decreases to 43 percent of work trips. Over time, more jobs are anticipated to become available in the Study Area so that individuals are able to work closer to where they live. Not surprisingly, the draw to Salt Lake is greatest, both today and in the future, for those districts closest to Salt Lake.



Vehicles making the trip south on I-15 in Davis County (July 2008).

Congestion Measurements

One of the first steps in analyzing future deficiencies was to determine whether or not future transportation problems should be expected based on available information. Care was taken in choosing the measures used so that they would be an effective means of relaying relatively technical information to a wide range of audiences. For example, the performance measures should be able to be graphically represented so that they would be quickly and easily understood and compared.

The measurement tools used by the Consultant Team include:

- Travel Time Index (TTI) – refers to a measure of congestion determined by dividing the time it takes to travel a given road segment at the peak hour, by the free-flow travel time for that segment. A TTI of 1.00 indicates that there is no difference in travel time on a given road during the peak hour or during free-flow travel time. A TTI greater than 1.00 is representative of peak hour trips taking longer than non-congested travel.

- Level of Service (LOS) – standard measurement used to identify the amount of congestion on a given roadway. Level of service is given grades of A through F, with A being free-flow conditions and F being highly congested, “parking lot” conditions. A surrogate for detailed LOS analysis is a Volume to Capacity ratio (V/C). A V/C of less than 0.75 equates to LOS C while V/C ratios between 0.76 and 1.0 are approximately LOS D.
- Vehicle Hours of Travel (VHT) – a calculation of the total time all vehicles spend on the transportation network in an average day. This measure is obtained from the regional travel demand model and helps to identify area-wide congestion changes.

Travel Time Index (TTI)

Using the TTI, two future transportation network scenarios can be compared to the 2007 existing conditions. As indicated in Figure 14, the 2007 TTI for the Study Area is 1.19. This means that a trip made during free flow conditions that takes 15 minutes will be an 18 minute trip during peak travel times. Under a “committed” scenario, in 2040, representing construction of projects with committed funding; the TTI will increase to 2.34. This means that a 15 minute trip during free flow time will take approximately 35 minutes during a peak travel time. A committed project is one that is a capacity improvement project and is part of the 2008 - 2013 Transportation Improvement Program (TIP), or 2008 - 2013 Statewide Transportation Improvement Program (STIP). Committed projects also include other projects currently under construction such as the widening of I-15 in Davis and Weber Counties and the FrontRunner commuter rail project. Under the Wasatch Front RTP, assuming that all projects are completed, the 2040 TTI is 1.49. This forecasts the same 15 minute free flow condition trip would require 22 minutes during peak times.

In order to generate Figure 15, the Study Area was divided into four areas: West Weber, East Weber, West Davis and East Davis. Figure 15 shows the TTI on the 2007 transportation network compared to the 2040 socio-economic data with the committed versus Wasatch Front RTP transportation networks. Completing only the committed projects significantly increases the TTI; completing all the Wasatch Front RTP projects is better than the committed projects, but the TTI still worsens compared to today’s transportation network.

Figure 14: 2007 Existing, 2040 Committed, and 2040 Wasatch Front RTP Travel Time Index (TTI) for Study Area

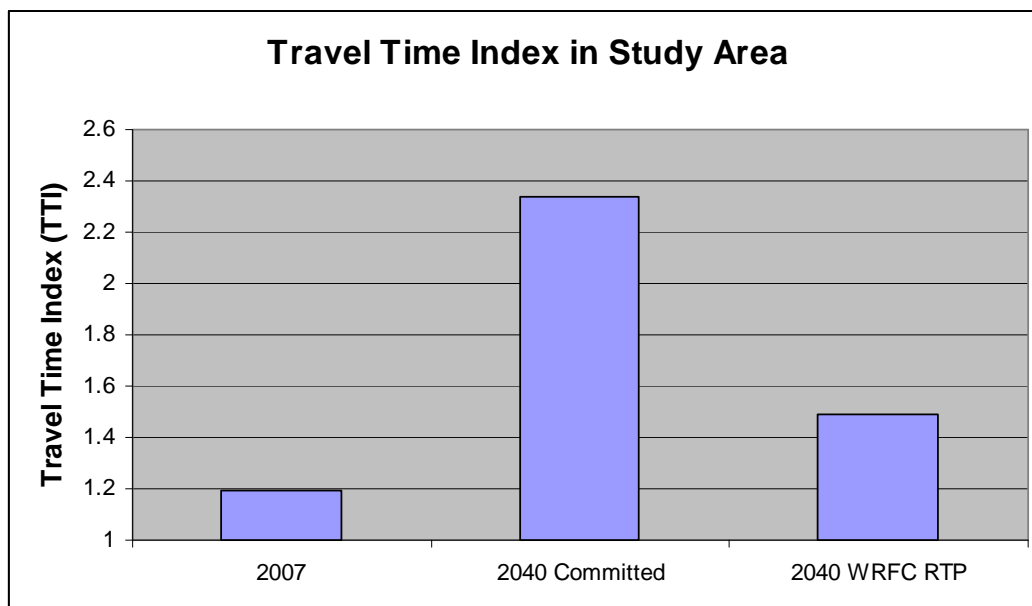
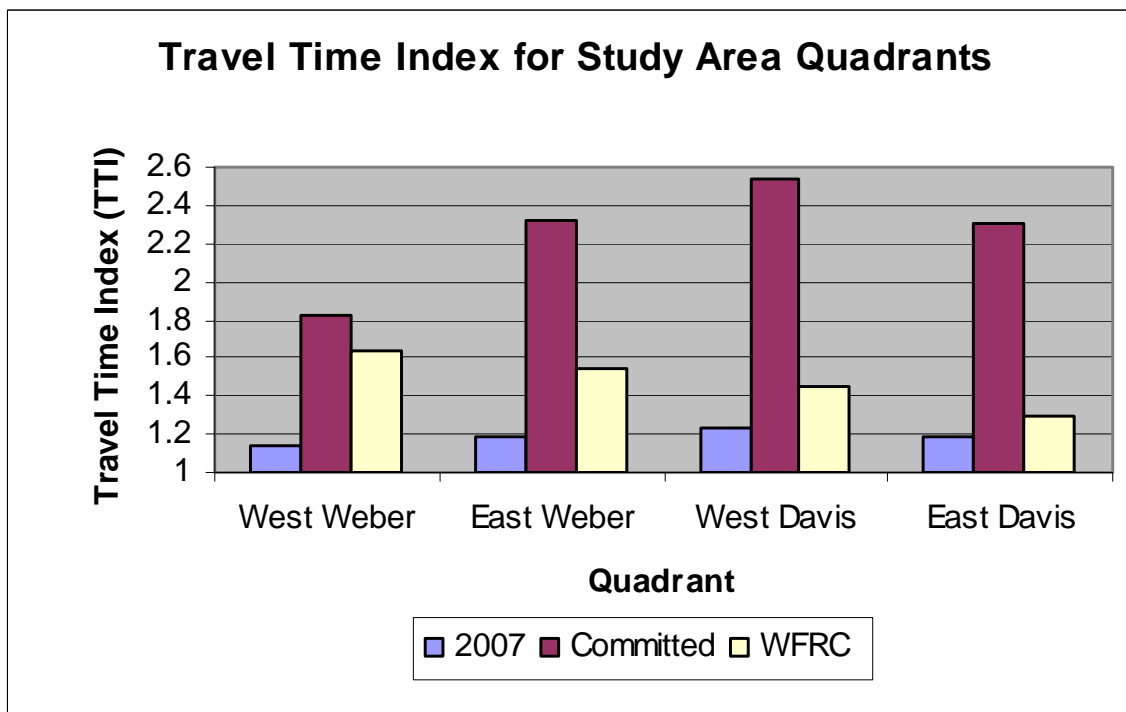


Figure 15: 2007 Existing, 2040 Committed, and 2040 Wasatch Front RTP Travel Time Index (TTI) for Study Area by Quadrant



Level of Service (LOS)

One way to anticipate problems is to look at the level of service. Level of Service (LOS) is a measure of traffic congestion. Specifically, it is a traffic engineering term often used to measure and describe the amount of travel delay on a roadway network and/or at an intersection. Since traffic and overall travel are usually most congested during the morning and afternoon peak travel periods, it is advantageous to try to relieve congestion for these periods. Lessening congestion in peak periods would solve almost all travel problems for most conditions throughout the day. Typically, LOS C or D service flow rates are used in analysis in order to ensure acceptable traffic operations. LOS C and D are targeted because designing for a better LOS may require too much right-of-way and too many expenses for little benefit, while a worse LOS would increase congestion in more than just the peak periods.

Table 4 illustrates the LOS definitions for suburban arterials as defined by the Transportation Research Board in the Highway Capacity Manual (HCM) 2000. Figure 16 is a visual representation of the different levels of service

Table 4: Undivided Multilane Suburban Highway/Arterial Level of Service

Level of Service (LOS)	Traffic Conditions
A	Free-flow operations at average travel speeds, vehicles are unimpeded in maneuvering within traffic stream
B	Relatively unimpeded at average travel speeds, only slightly restricted maneuvering within traffic stream
C	Relatively stable traffic operations, more restricted maneuvering at mid-block locations than LOS B, individual cycle failures at traffic signals may begin to appear
D	Small increases in traffic flow may cause substantial delay and decrease in travel speed, congestion and individual cycle failures at traffic signals are more noticeable as vehicles stop
E	Poor travel speeds with slow progression and high delay, individual cycle failures at traffic signals occur frequently
F	Extremely slow travel speeds with queues forming behind breakdowns, brief periods of movement are followed by stoppages, considered unacceptable by most drivers

(Source: Highway Capacity Manual (HCM) 2000, Transportation Research Board National Research Council, Washington D.C., 2000.)

The LOS in the Study Area was evaluated through travel demand modeling. Traffic flows were forecasted on the current transportation system for existing conditions in the year 2007. Figure 17 shows the LOS for existing conditions in year 2007.

Results of travel modeling are expressed in volume to capacity ratios, a surrogate for the more detailed LOS analysis. Actual LOS calculations would require extensive data collection and detailed information related to intersection geometry. The travel model uses average conditions which are not sensitive to each individual intersection but are generalized to the type of road. Travel model forecasts of LOS using volume to capacity

ratios are typically acceptable for master planning since they allow streets to be properly sized but continues to put the burden on individual developments to perform traffic studies which analyze the more micro conditions. Volume to capacity ratios above 1.00 would result in peak period congestion possibly worse than LOS D. A ratio greater than 1.00 could result in signal failure and extended periods of congestion on the roadway.

Figure 16: Illustration of Levels of Service



Level of Service A



Level of Service B



Level of Service C



Level of Service D

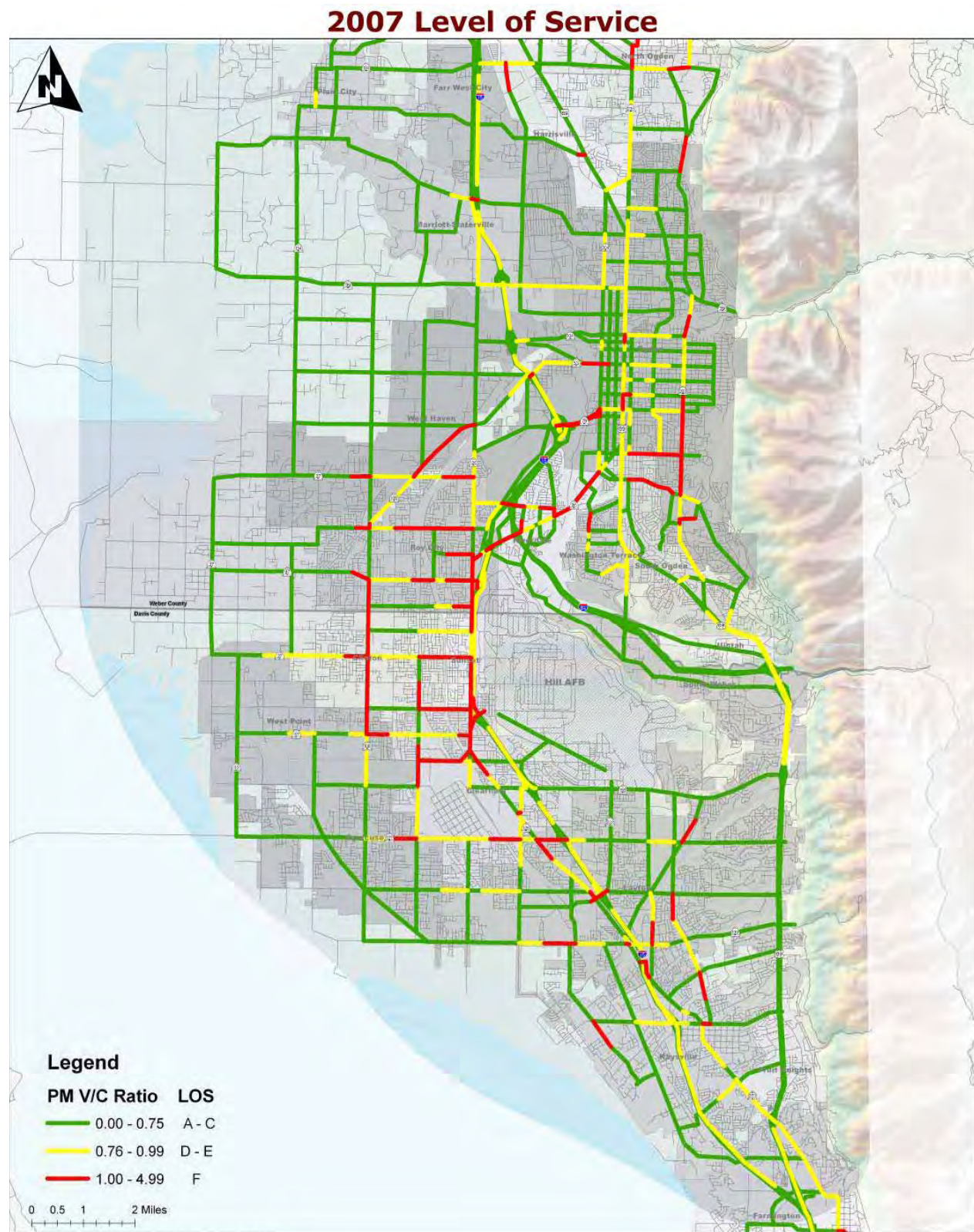


Level of Service E



Level of Service F

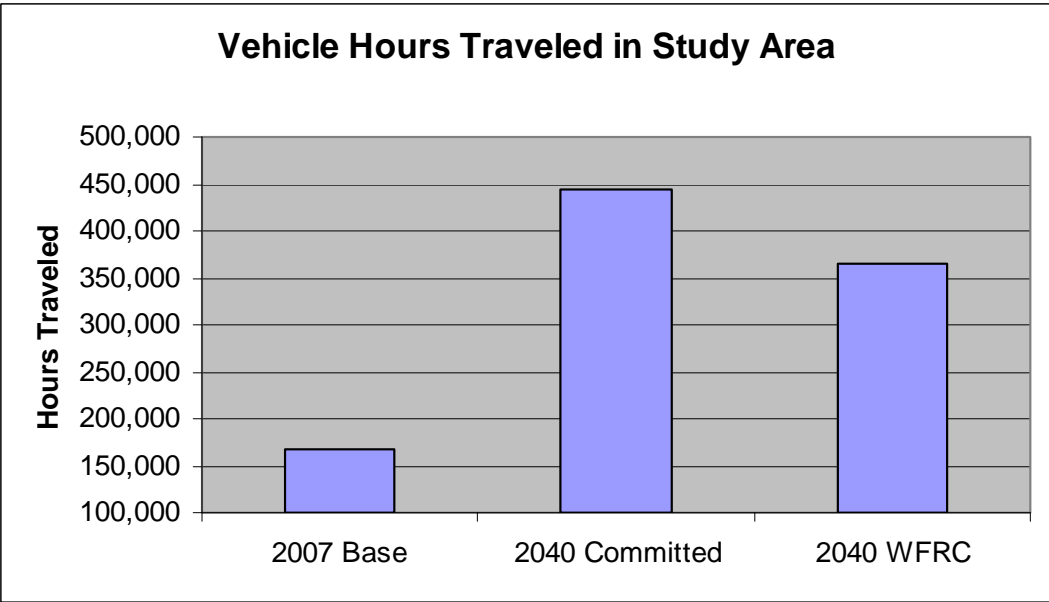
Figure 17: Roadway Level of Service, PM Peak



Vehicle Hours Traveled (VHT)

In 2007, the travel demand model calculated daily total vehicle hours expended traveling on the roadway network in the Study Area was 168,000 hours. Assuming the completion of committed projects, the total number of vehicle hours increases to 443,000 hours in 2040. When modeling the 2040 WFRC scenario, which assumes all projects in the Wasatch Front RTP are completed, VHT is 364,000 hours. As a result of the population increase between 2007 and planning year 2040, there is an increase in the number of vehicles on the roadway. The increased automobile traffic, which is measured by vehicle hours traveled, reflects in part increased congestion.

Figure 18: Vehicle Hours Traveled (VHT) for Study Area 2007 Existing, 2040 Committed, 2040 Wasatch Front RTP



Summary

Now that a baseline of socio-economic information and travel measurement tools have been established for the Study Area for 2007 and for planning year 2040, the next step taken by the Consultant Team was to develop and evaluate transportation network alternatives.

Chapter 7 Alternatives Analysis

Four transportation network alternatives were developed by the Steering Committee. Each places emphasis on different community values. Using the congestion measurements identified in the previous chapter, a preferred alternative can be determined.

Introduction to Developing Alternatives

In the previous chapter, the baseline of socio-economic information and travel measurement tools have been established for the Study Area for 2007 and for planning year 2040. Now is the time to develop and evaluate transportation network alternatives. Four alternatives were developed, in collaboration with the Project Management and Steering Committees, to be considered by the Working Groups and the public at large. Each alternative has a theme that is reflected in the different mix of collector, arterial and freeway roads along with a mix of transit options. Each of the transportation network alternatives was modeled, analyzed and compared to the 2007 existing and planning year 2040 transportation network performance measures to give a range of planning options for consideration.

Baseline Assumptions

As part of the modeling effort, capacity improvement projects were included from the 2008 - 2013 Transportation Improvement Program (TIP), 2008 - 2013 Statewide Transportation Improvement Program (STIP), along with projects currently under construction such as the widening of I-15 in Davis and Weber County and the FrontRunner commuter rail project. These projects are collectively referred to as “existing” and “committed projects.” The existing and committed projects were modeled



Transit to downtown Ogden was included in every alternative.

with the 2040 socio-economic data and are the basis of the analysis in the remainder of this report. It should be noted that a number of projects have not been included in the 2040 modeled transportation network because they do not increase capacity through new construction. Typical projects in the STIP, but not included in the modeling effort are the following:

- Parking
- Bridges
- Preliminary Engineering
- Planning
- Pavement

The Level of Service (LOS) analysis of this study and the WFRC Regional Transportation Plan (RTP) projects are used as a comparison to the committed projects. The RTP includes projects planned for, but not necessarily funded, to the year 2030.

Transportation Alternatives Overview

In order to determine which grouping of projects would provide the best east-west mobility in the northern Davis and Weber Counties, transportation alternatives were developed for consideration by the Steering Committee, Working Group members, and the public at large. Each alternative package was created with a focus on relieving projected east-west transportation demands and associated congestion based upon the growth in the Study Area described in a previous chapter.

The alternative packages were developed and analyzed so as to lead to a preferred set of projects that would be recommended to UDOT by the Project Steering Committee and reviewed by the Working Groups and members of the public in an open house forum. These projects represent a long term, 2040, vision of transportation improvements in the Study Area.

Description of Process and Criteria for Selecting Projects for Each Alternative

At a Steering Committee meeting in December 2007, facilitated by members of the Consultant Team, participants discussed what would be the appropriate parameters of the Davis Weber East-West Transportation Study. The key discussion areas included:

- Economic development
- Funding
- Environment and quality growth
- Mobility and multi-modal options
- East-west vs. north-south mobility
- Safety

The discussion among the Steering Committee members helped the Consultant Team members to define necessary parameters to develop transportation alternative packages for consideration that reflect local values and knowledge. The overall attitude of the Steering Committee was that they wanted to be more visionary as opposed to reactionary when handling the upcoming transportation needs of the burgeoning population. The discussion of specific key areas provided valuable local information and values to the Consultant Team which guided the selection of individual projects rolled into different alternatives.

Each of the four transportation alternatives represents a separate vision of the future transportation network in the Study Area; each alternative has a mix of capacity enhancing roadway and transit projects. When viewing the individual projects included in each transportation alternative, there is a high level of similarity. However, it should be noted that the unique design of each project in each of the transportation alternatives is different. For example, the SR-67 Extension project is reflected as an arterial in some alternatives and a freeway in others. The outcome of a project's unique design results in four transportation alternatives that perform very differently and reflect a separate future transportation network in the Study Area.

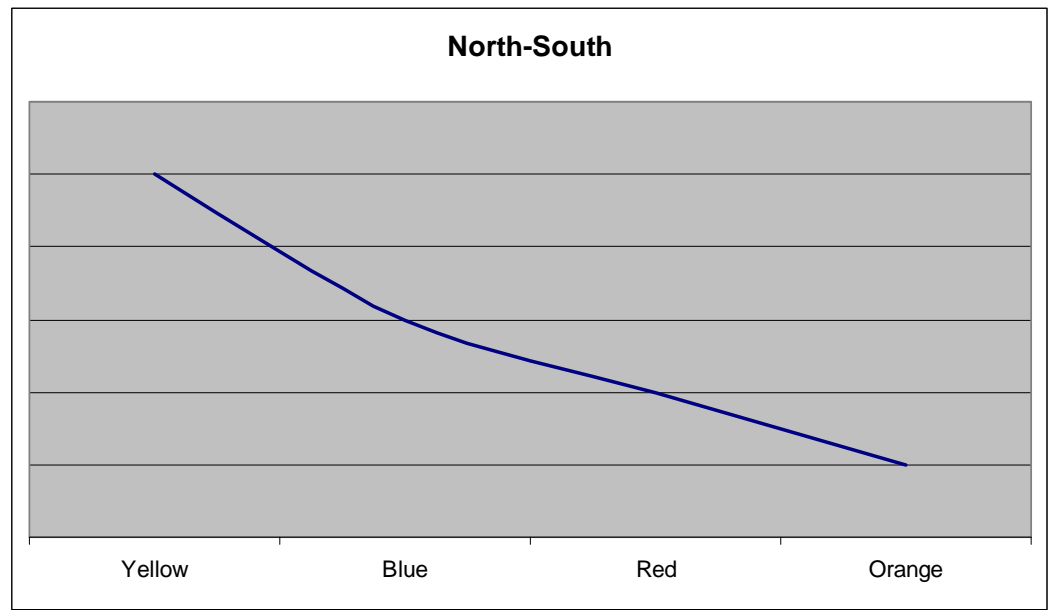


Steering Committee members prepare for a meeting.

The graphics for the transportation alternatives were developed along with a narrative to assist the attendees of the public open houses to imagine in their mind's eye the alternative presented. Overall, there are general trends to each transportation alternative. The following simple graphics show how each package of transportation improvements perform along five indicators:

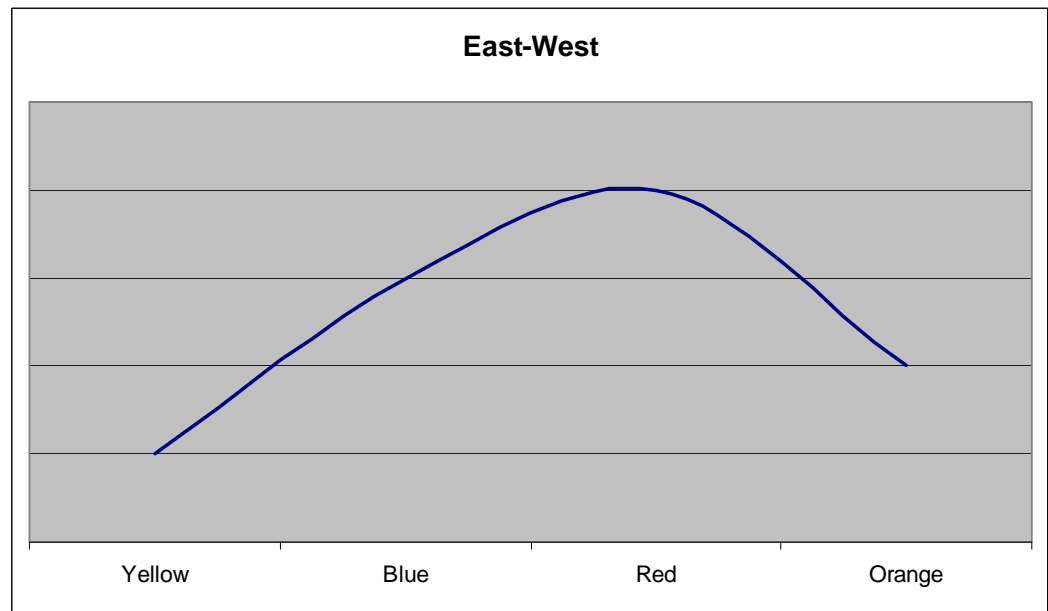
- North-South travel
- East-West travel
- Level of transit
- Cost of transportation improvements
- Walkability or pedestrian friendly

Figure 19: Alternative’s Emphasis on North-South Travel



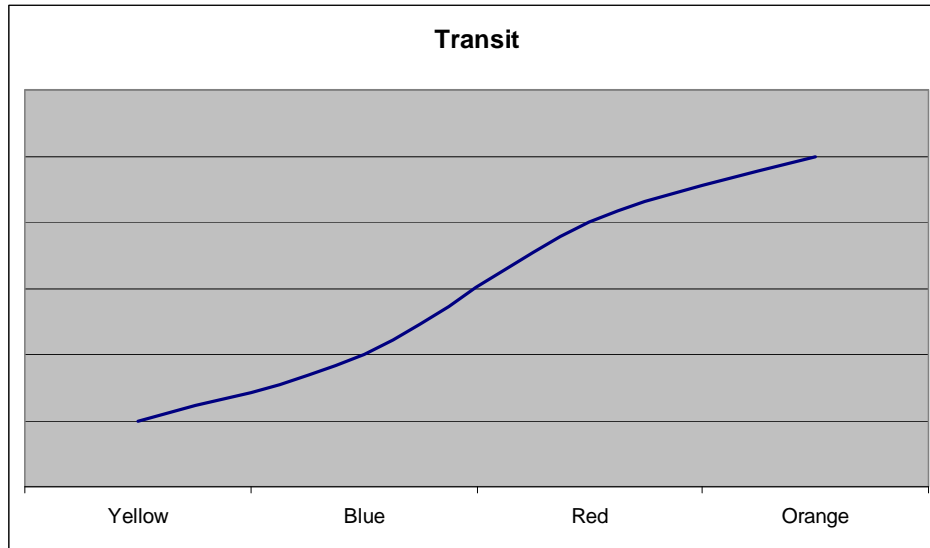
This graphic illustrates that the Yellow Alternative provides for the greatest emphasis on north-south travel with the Orange Alternative providing the least.

Figure 20: Alternative’s Emphasis on East-West Travel



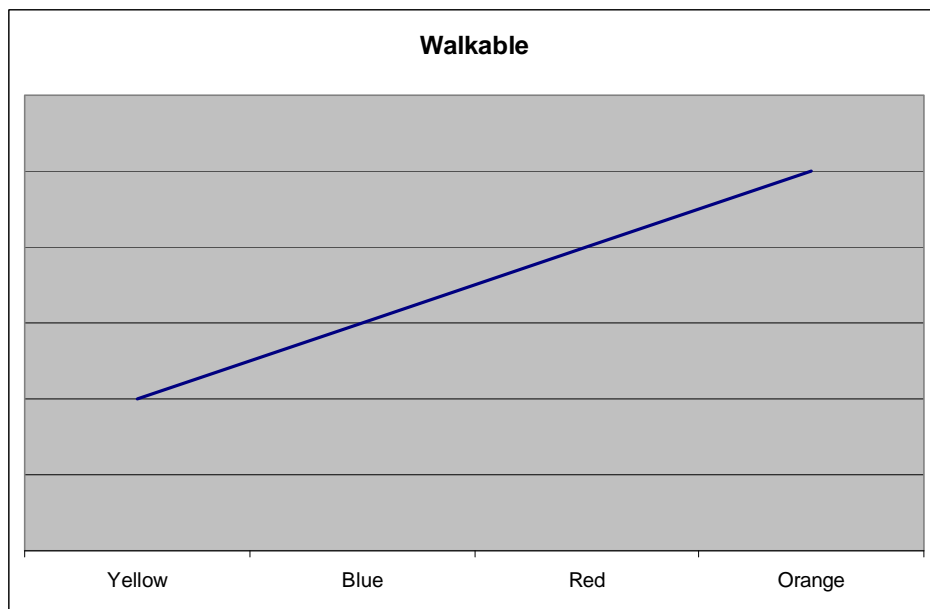
This illustration shows that the Red Alternative provides for the greatest amount of east-west travel.

Figure 21: Alternative's Emphasis on Transit



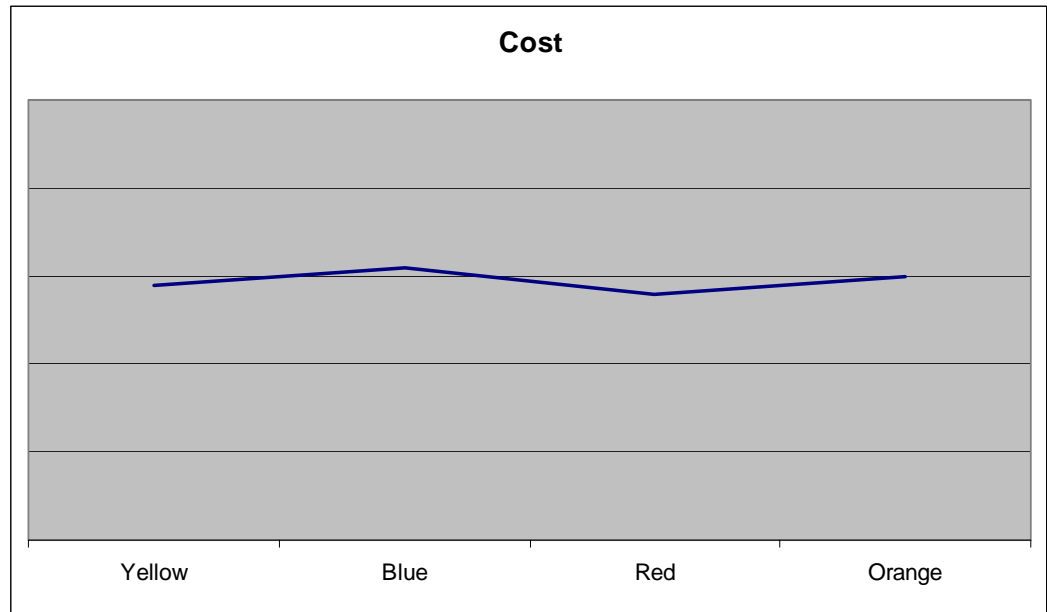
When examining the role transit plays in the future transportation network in the Study Area, the Orange Alternative contains a considerable amount of transit for use by local residents. Conversely, the Yellow Alternative provides very little consideration to transit alternatives to help individuals get to where they need to go.

Figure 22: Alternative's Emphasis on Walkability



This graphic shows that the Yellow Alternative provides the least walkable environment for individuals wishing to walk to their destination. It is clear to see that the Orange Alternative provides the most walkable environment.

Figure 23: Alternative’s Emphasis on Cost



The total cost of each transportation alternative is roughly similar.

Description of Alternative Project Packages

Individual transportation improvement projects, including highway and transit improvements, have been grouped together into four different themed packages. As indicated before, the various transportation alternative packages propose to relieve projected east-west travel demands and problems that have, and will, develop as a result of the growth in the Study Area.

Each individual project within a specific alternative has been detailed to identify the planning level project cost, degree of proposed access control, the approximate environmental or social impact, and the relative community acceptance. What follows is a description of each transportation alternative developed collaboratively by the Consultant Team with the identified stakeholders participating in the Steering Committee and Working Groups. The first paragraph in each alternative is the narrative that accompanies the maps that provide a graphic illustration of the proposed transportation alternatives featured.

Description of Yellow Alternative:

Narrative accompanying Yellow Alternative map:

In 2040 we want to... be able to get to and from Salt Lake much more easily, quickly, and safely than we do now. We want the convenience of doing our grocery, clothing, hardware, automotive, and home improvement shopping in the same area, and feel we don't have enough of those centers available now. We also don't mind driving a bit to get there since we can get it all done in one trip. We want to be able to get to the commuter rail without too much trouble so we can use our cars a bit less and improve air quality. We're willing to spend money to have good roads and expect our politicians to place high value on transportation.

Basically, the Yellow Alternative focuses on increasing the number of roads as well as widening others to make it more accessible for motorists to get where they need to go quickly. For example, SR-67 Extension, by 2040, becomes a six lane roadway in order to offer more north-south travel options for residents in the western areas of Weber and northern Davis Counties. In this alternative, motorists have several options such as I-15, SR-67 Extension and commuter rail when traveling from Ogden to Salt Lake City and areas south. The Yellow Alternative focuses more on north-south travel rather than east-west. Commuter rail is fully operational in this alternative, but access to local transit is limited. All the intersections along I-15 will be upgraded to create quick and efficient movements when accessing or exiting from the roadway.



Ogden Industrial Depot, photo taken from plane August 8, 2008.

Description of Blue Alternative:

Narrative accompanying Blue Alternative map:

In 2040 we want to... feel like we can get to Salt Lake or Ogden by car, train, or bus with relative ease. We want to be able to get to and from the commuter rail stops nearly as easily as we can get on the freeway. We would like to see shopping areas built around job centers so we can keep commerce localized. We know there will be increased congestion, but we think buses and other transit will help minimize it. We want to maintain high-speed roads, like freeways and wide arterials.

In the Blue Alternative there is still an emphasis on widening and building new roads, but this alternative introduces local transit options and begins to balance east-west with north-south transportation improvements. Now individuals will be able to travel from the Ogden area to Salt Lake by car, bus or commuter rail. For example, downtown Ogden will be served by a Bus Rapid Transit (BRT) route that connects the Ogden Intermodal Transit Hub with Weber State University allowing faculty, staff and students more options to access the campus as well as destinations along the way. The interchanges along I-15 will be evaluated individually to determine what type of upgrade would be necessary to provide for efficient flow of traffic that meets the capacity needs of the roadway.



Looking west from the mouth of North Ogden Canyon

Description of Red Alternative:

Narrative accompanying Red Alternative map:

In 2040, we want to ... work and play a bit more in our own communities, and build up Ogden, and to a lesser extent Layton, Riverdale, and Clearfield as our regional centers rather than always going to Salt Lake to enjoy "big-city" life. We want it to be easier to drive from one town to the next. We want to build flexibility into our transportation plans so we can adapt to funding priorities and scale our plans depending on funding availability. We want to be able to get east and west across the big freeways more easily and safely-whether in cars, on bikes, or even on foot. We don't mind some congestion due to north-south commuting if it helps promote policies toward focusing regional development in this area.

The Red Alternative focuses on east-west over north-south travel. Regional transit allows for connectivity to larger metropolitan areas to access cultural activities, shopping, recreation and other needs. Residents have more options to travel via other modes of transportation, including walking, because building new or widening roads is less important than it once was. Light Rail is now a part of downtown Ogden and a BRT loop connects it with the Ogden Intermodal Transit Hub.

The Red Alternative is able to accommodate regional growth because it provides large dense urban areas, such as Ogden, along with lower scaled mixed-use developments in the outlying or rural areas that are connected by transit. By being able to use various modes of transit, there is less automobile use, and air quality will improve. This Alternative upgrades several interchanges on I-15 and clearly focuses on transit.



Small strip of land between Great Salt Lake and Wasatch Mountains in Davis County, photo taken from plane August 1, 2008.

Description of Orange Alternative:

Narrative accompanying Orange Alternative map:

In 2040 we want to... live and work in the same community. We want it to be easy to get to and from work, and to do errands by having many options to get around by car, bus, bike, or walking. We want to plan our transportation in a way that can be scaled to our needs, and funded appropriately. We want to be able to easily get to Ogden, Layton, Clearfield, Riverdale, and other job centers in our communities and feel that our transportation facilities should always begin and end at a pedestrian scale, provide direct paths to our commercial centers, and be scaled to the size and most efficient travel mode of each center.

The Orange Alternative provides many different mode choices for travel. Transit and non-motorized modes are the dominant themes for this alternative. Some of the transit routes included are Light Rail extending from North Ogden to downtown Ogden along Washington Boulevard. A secondary light rail route connects the Intermodal Transit Hub to Weber State University. A BRT loop will begin at Hill Air Force Base that will serve the Clearfield and Roy commuter rail stations and will have an extension that serves the communities along the way before its final stop at the Farmington commuter rail stop. Local bus service is also increased so that headway, or time between buses, is short. All I-15 interchanges are upgraded to provide ease in accessing and exiting the freeway.



Growth in Weber County

Figure 24: Yellow Alternative

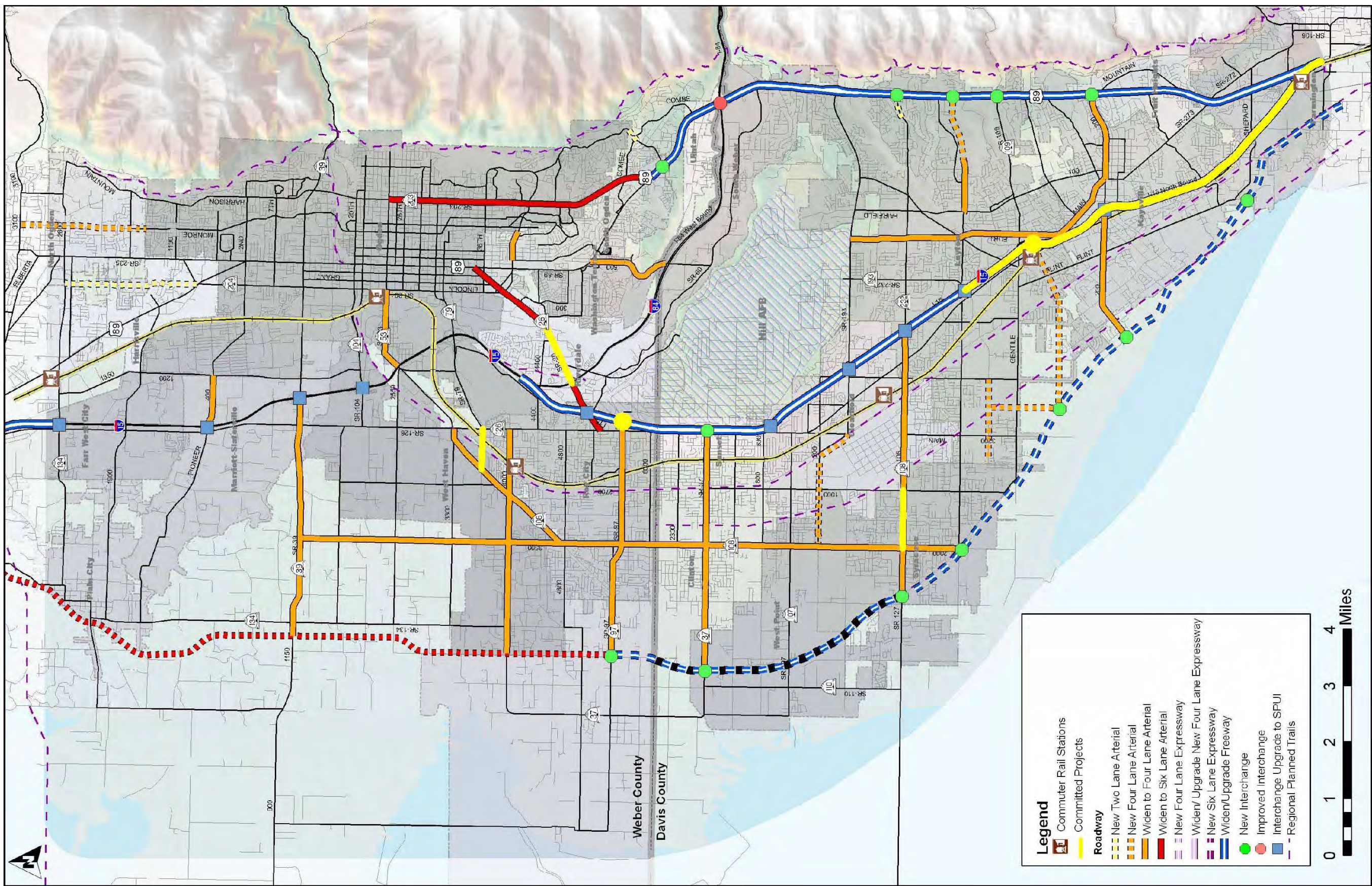


Figure 25: Blue Alternative

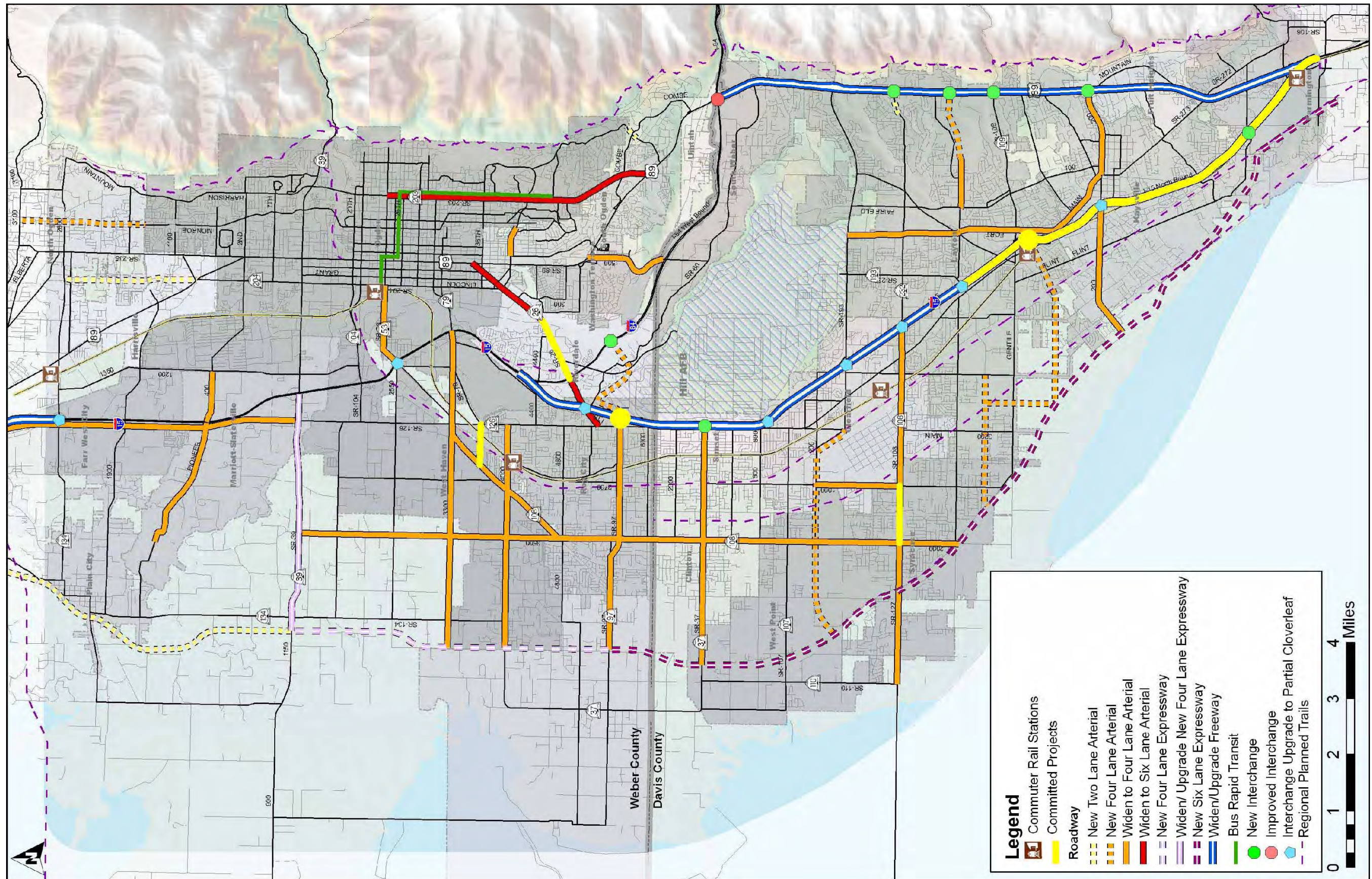


Figure 26: Red Alternative

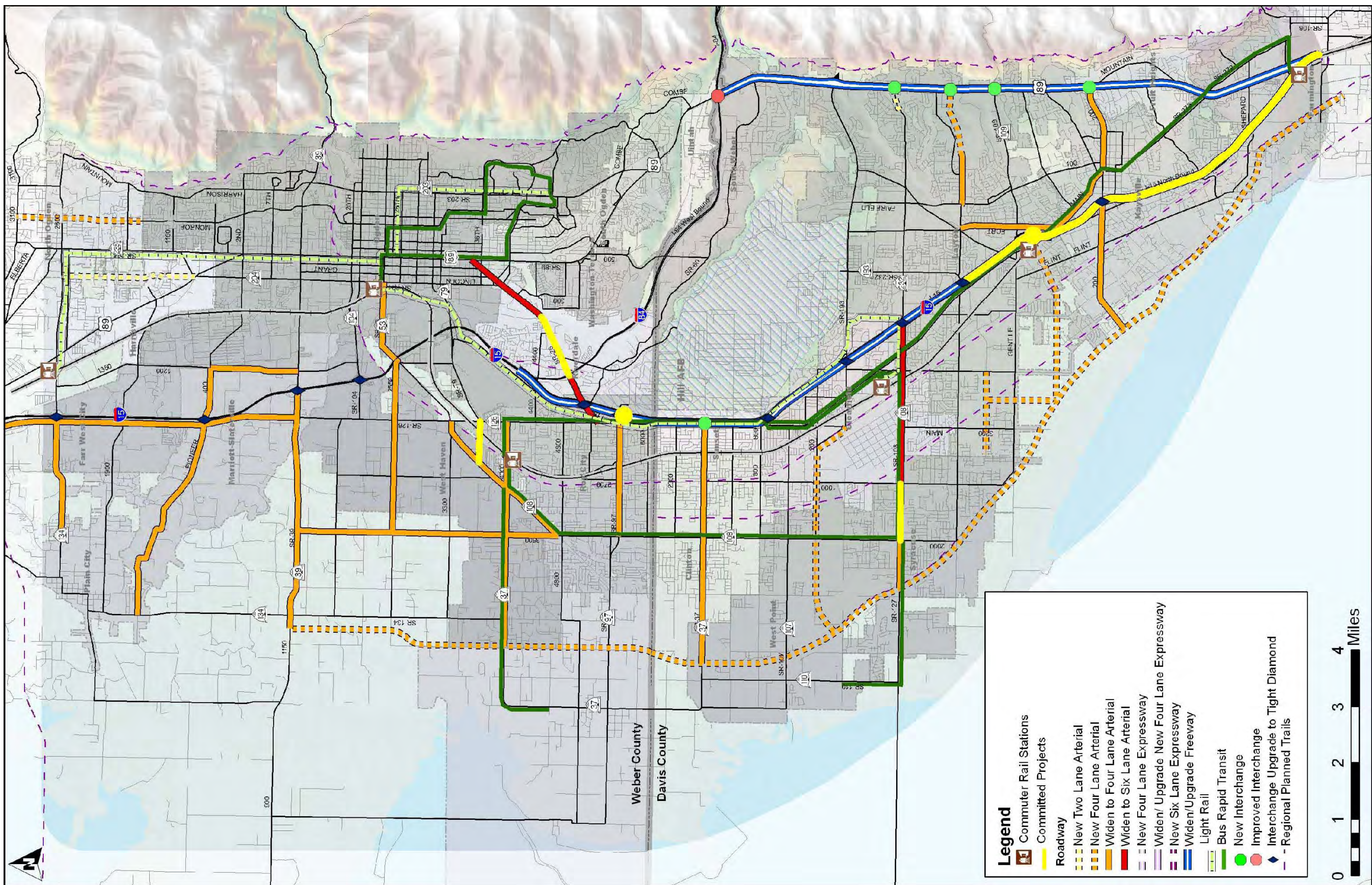
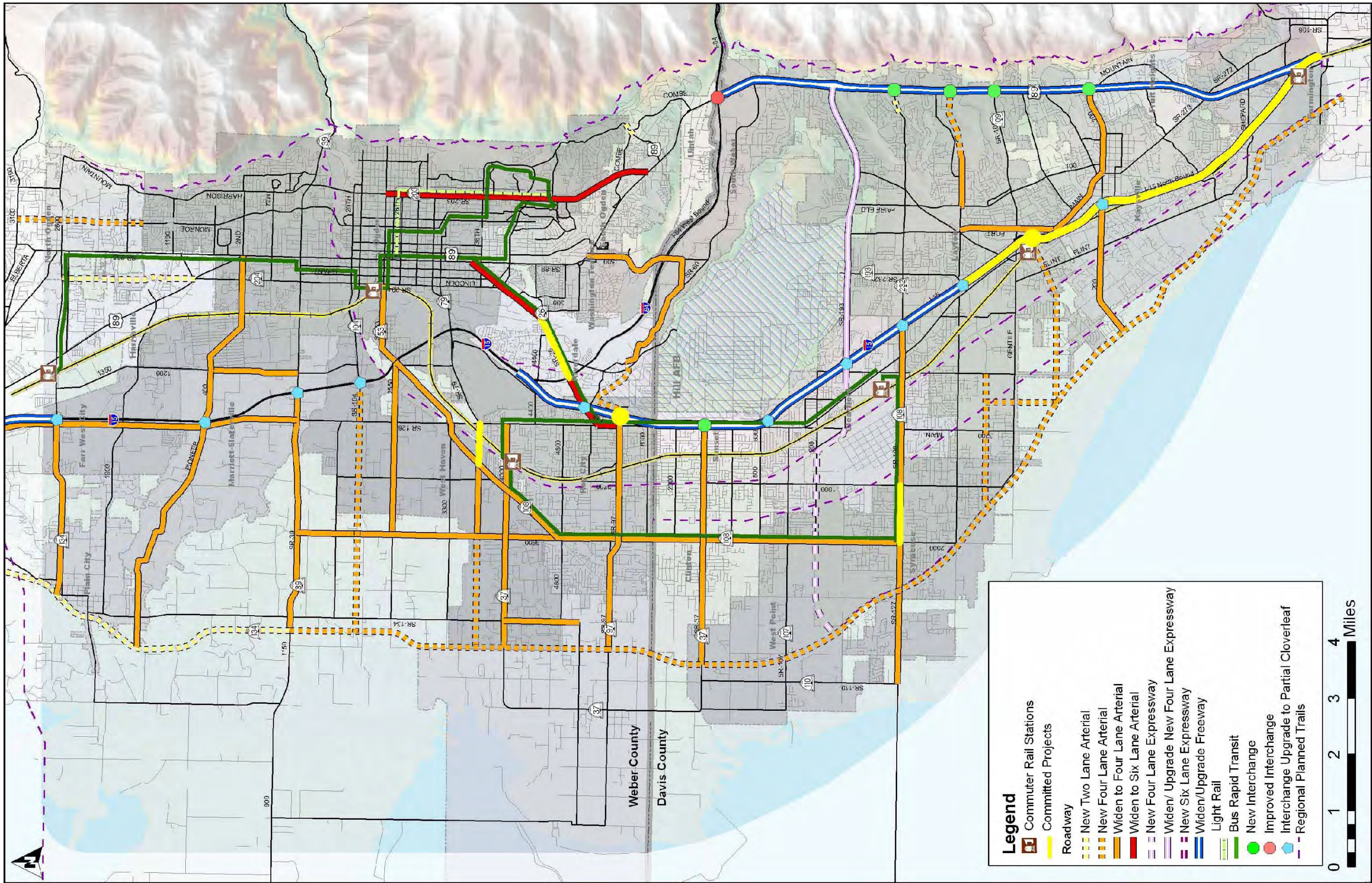


Figure 27: Orange Alternative



Evaluation Measures for Selected Alternative Project Packages

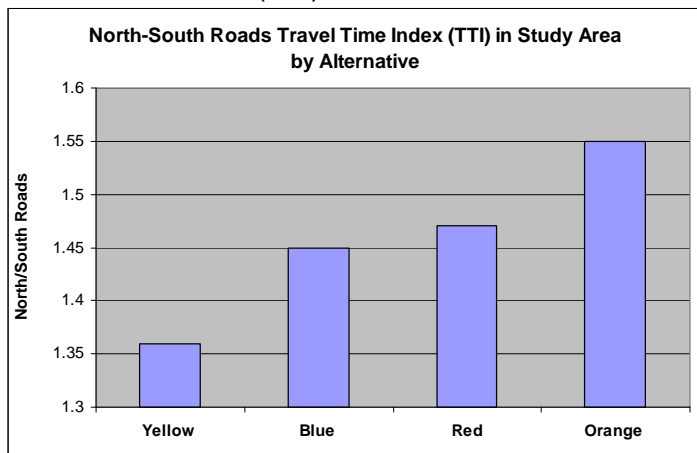
The tools used to evaluate each transportation alternative package are introduced in this section. These evaluation measures were first introduced in an earlier chapter, but are provided here for ease of reference. A more expanded discussion of each evaluation measurement is provided in the future conditions chapter of this report.

- Travel Time Index (TTI) – refers to a measure of congestion determined by dividing the time it takes to travel a given road segment at the peak hour, by the free-flow travel time for that segment. A TTI of 1.00 indicates that there is no difference between travel time on a given road during the peak hour and free-flow time. A TTI greater than 1.00 is representative of peak hour trips taking longer than non-congested travel.
- Level of Service (LOS) – standard measurement used to identify the amount of congestion on a given roadway. Level of service is given grades of A through F, with A being free-flow conditions and F being highly congested, “parking lot” conditions.
- Vehicle Hours of Travel (VHT) – a calculation of the total time all vehicles spend on the transportation network in an average day. This measure is obtained from the regional travel demand model and helps to identify area-wide congestion changes.
- Vehicle Miles Traveled (VMT) – a measurement of the total vehicle miles traveled.
- Congested Speed – Average speed across all roadways during a weekday during the peak travel hours from 3:00 p.m. to 6:00 p.m.
- Free Flow Speed – Average speed across all roads during a weekday where there is no congestion and no adverse conditions exist.
- Transit Trips – a calculation of the number and percent of transit trips by alternative.
- Trips exiting south – a calculation of the number and percentage of trips headed south.

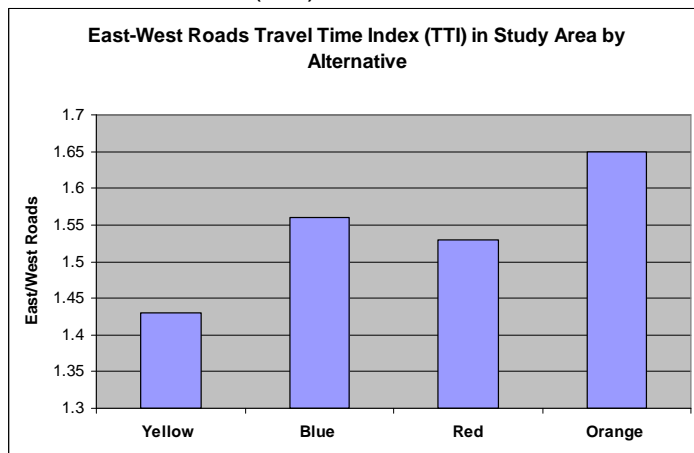
The travel demand model, year 2040, is evaluated for each alternative.

Figure 28: Travel Demand Model Results

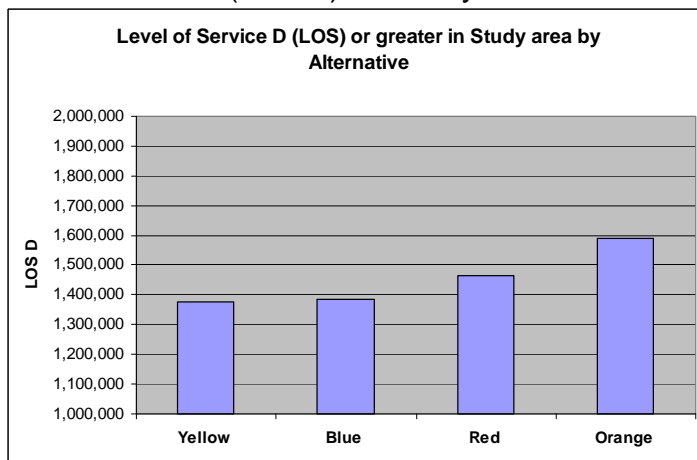
Travel Time Index (TTI) North-South



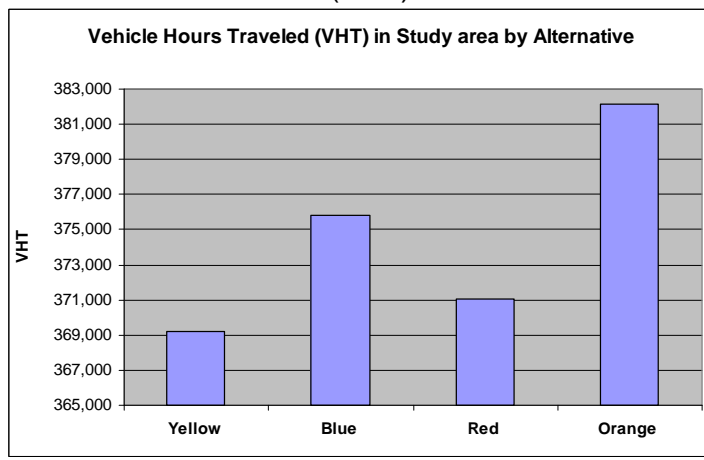
Travel Time Index (TTI) East-West



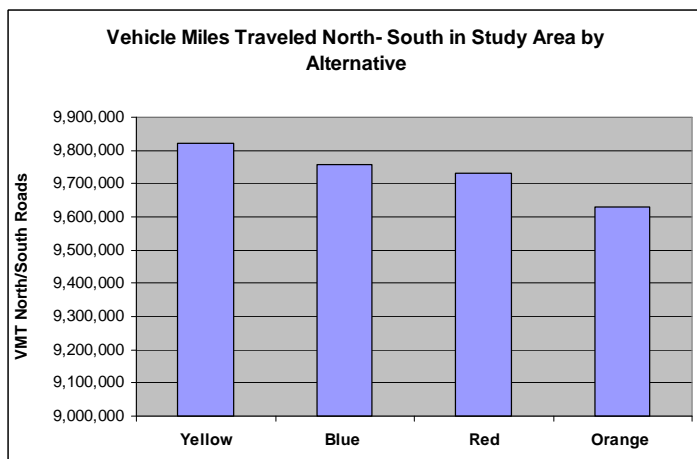
Level of Service (LOS D) Weekday Miles



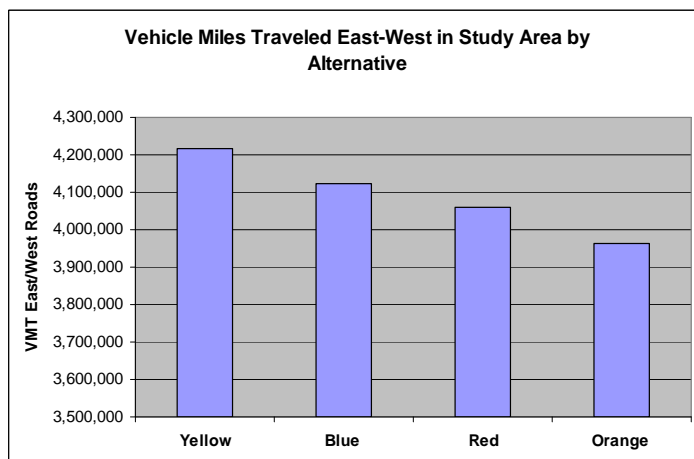
Vehicle Hours Traveled (VHT)



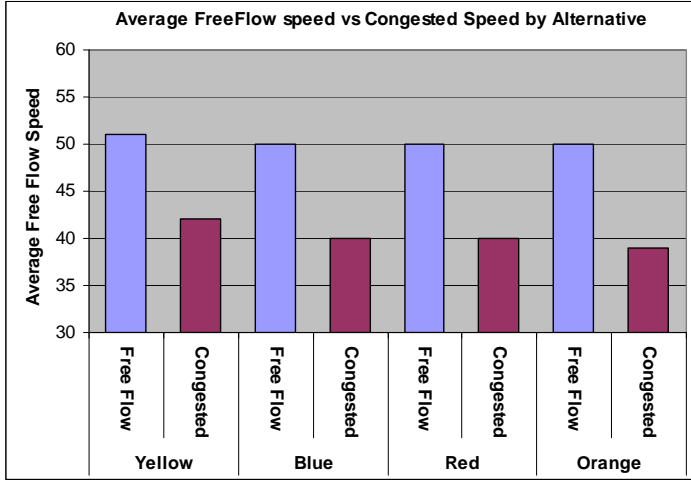
Vehicle Miles Traveled (VMT) North-South



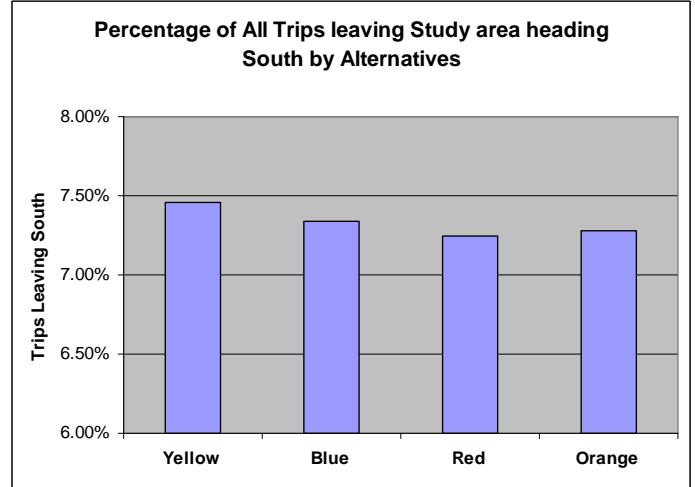
Vehicle Miles Traveled (VMT) East-West



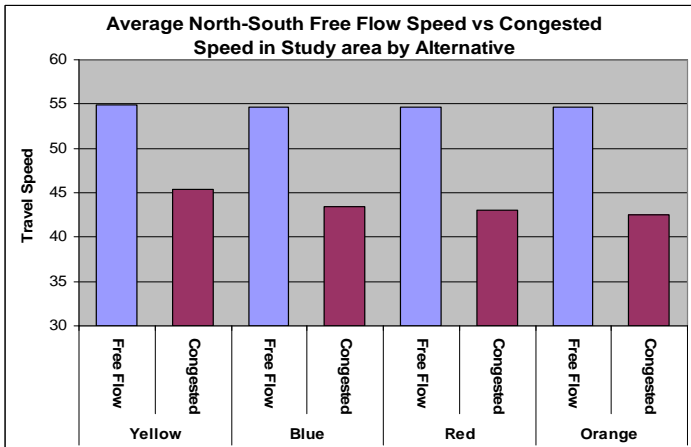
Average Free Flow Speed versus Congested Speed



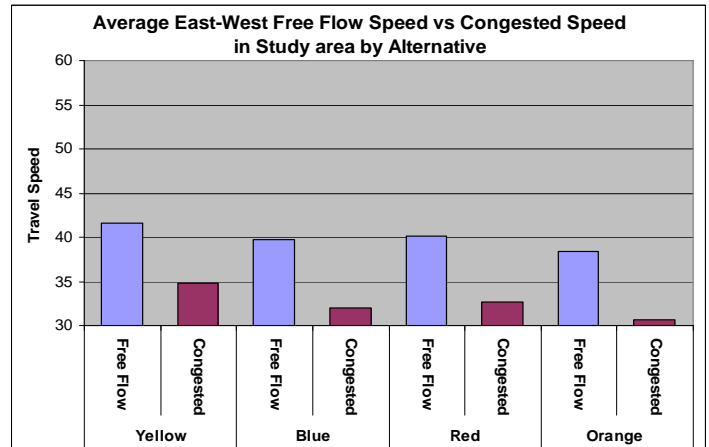
Trips Leaving Study Area Heading South



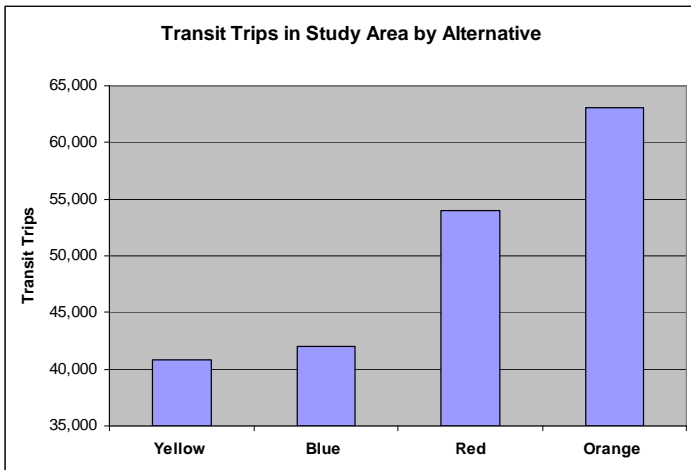
North-South Average Free Flow Speed versus Congested Speed



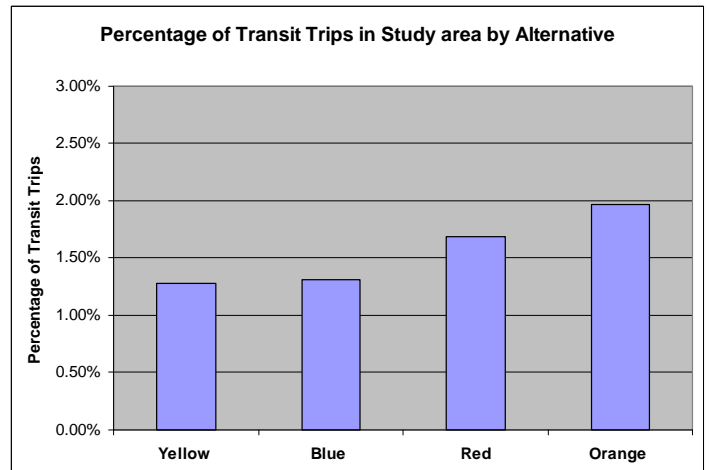
East-West Average Free Flow Speed versus Congested Speed



Transit Trips Weekday



Percent of Transit Trips



Steering Committee Evaluation Criteria

The Steering Committee has specific responsibility for providing evaluation criteria to be considered by the Consultant Team on each of the proposed transportation packages. On April 23, 2008 the Steering Committee met and was provided with a presentation that introduced each of the transportation alternatives along with established transportation planning evaluation criteria. During the presentation of the four alternative packages, the individual Steering Committee members were asked to vote on specific criteria that would help in the development of the preferred package of projects. This preferred package would result in a vision of transportation improvements in the Study Area along with a five year list of projects. After the presentation by the Consultant Team and discussion by members of the Steering Committee, the following criteria were also applied in the selection process: cost of packages, travel patterns, balance of north/south and east/west roads and traffic congestion.



Many comments were received and incorporated in the Preferred Transportation Package.

Preferred Alternative

Based upon feedback from the Steering Committee, combined with the established evaluation criteria, a package of transportation projects was selected that represented a vision of transportation improvements in the Study Area. The Blue Alternative provided a base of projects that was modified to reflect the preferred set of transportation projects that would best serve the transportation needs of local residents in the Study Area. The project list is now referred to as the Preferred Transportation Package. All the proposed additions and deletions of specific projects were finalized with members of the Steering Committee, Working Groups and members of the general public in open house forums prior to analysis through transportation modeling.

Chapter 8

Preferred Transportation Package

The Blue Alternative was selected as the base transportation network for the Preferred Alternative. In order to create a comprehensive transportation network solution for east-west travel in the Study Area, modifications were made by the Steering Committee, Working Groups and members of the general public. The process of modifications to the Preferred Transportation Package took approximately 30 days by the Consultant Team. An example of a project modification is Pioneer Road in the Marriott-Slaterville area. Pioneer Road was originally slated to be upgraded to a four lane roadway. After discussion and input, Pioneer Road improvements now reflect safety improvements. A high level description of the Preferred Transportation Package is reflected in the following:

The Preferred Transportation Package will:

- Continue to allow for high speed travel on new or improved freeways and high speed arterials.
- Balance the needs of east-west travel with north-south travel so that long distance trips can be accommodated on a network of functional streets.
- Allow for a choice of travel modes particularly to employment and activity centers in Salt Lake, Ogden, Hill Air Force Base, and other locations by improving mass transit and non-motorized connections to mass transit.
- Allow for reasonable increases in traffic congestion at the system level by minimizing traffic congestion within improved corridors.



Construction in Davis and Weber Counties

The Preferred Transportation Package is a list of concept projects that UDOT and WFRC expects to be able to implement within the next 30 years based upon revenue assumptions and the selected funding source. The list is broken into three priorities in order to have a defined starting point from which to develop planning level cost estimates. Determining priority also helps establish which projects have the greatest ability to alleviate current or future congestion. The cost estimates will be better defined by further study before having necessary funds allocated to complete the project through the Statewide Transportation Improvement Program process.

- Priority 1: Projects will be initiated 2008-2013
- Priority 2: Projects will be initiated 2014-2023
- Priority 3: Projects will be initiated 2024-2033

The next step that is required to implement the recommendations of the DWEWTS is for UDOT to present the findings to the Utah State Legislature as required by the language of 2007 HB 108. The Legislature will review the recommendations and consider a possible increase in funding to complete projects identified in Priority 1 that would immediately enhance east-west traffic flow. Some Priority 1 projects would require an amendment to the RTP in order to begin construction prior to May 2011. WFRC will review the projects in all priorities as they update their RTP in approximately three years.

Below is the list of projects included in the Preferred Transportation Alternative along with a map of the projects and another map showing the prioritization of the highway and transit projects.

Table 5: List of Projects in the Preferred Transportation Package

Highway							
Project	Priority	Location	From	To	Description	Lanes	Cost
B22a	1	SR-67 Extension	Farmington	Syracuse Road	New Expressway	Six	807,000,000
B25	1	SR-108	Syracuse Road	1900 West	Widening	Four	173,000,000
B26	1	Harrison Boulevard	SR-89	24th Street	Widening	Six	99,000,000
B32	1	1800 North (Sunset)	I-15	2000 West	Widening/New Construct	Four	48,000,000
B33	1	200/700 South (Clearfield)	Main Street	2000 West	Widening/New Construct	Four	70,000,000
B36	1	Antelope Drive	2550 E.	SR-89	New Construction	Two	4,000,000
B38	1	200 North (Kaysville)	I-15	SR-67 Extension	Widening	Four	42,000,000
B44	1	40th Street	Adams Ave	Gramercy Ave	Widening	Four	15,000,000
B51	1	Main Street	I-15	200 North (Kaysville)	Widening	Four	23,000,000
B54	1	Riverdale Road	SR-126	Washington Boulevard	Widening	Six	92,000,000
F3	1	SR-89	I-84	Harrison Blvd	Widening	Six	52,000,000
F7	1	Syracuse Road	2000 West	SR-67 Extension	Widening	Four	17,000,000
F8	1	Fort Lane	Main Street	Gordon Ave	Widening	Four	24,000,000
F9	1	700 South (Layton)	I-15	Flint	Widening	Four	13,000,000
F14	1	3600 West (Layton)	Gordon Ave	SR-67 Extension	Widening/New Construct	Four	28,000,000
B20b	2	I-15	Gordon Ave	I-84	Widening	Six + HOV	213,000,000
B22b	2	SR-67 Extension	Syracuse Road	5600 South	New Expressway	Six	455,000,000
B23	2	SR-67 Extension	5600 South	12th Street	New Expressway	Four	293,000,000
B28	2	I-15	2700 North	Box Elder County	Widening	Six	86,000,000
B39	2	Pioneer Road	I-15	3500 West	Safety Improvements		8,000,000
B40	2	12th Street	I-15	SR-67 Extension	Upgrade to Expressway	Four	97,000,000
B41	2	5500/5600 South	I-15	SR-67 Extension	Widening	Four	94,000,000
B43	2	24th Street	I-15	Wall Avenue	Widening	Four	119,000,000
B45	2	4000 South	1900 West	SR-67 Extension	Widening	Four	92,000,000
B49	2	700/900 South (Layton)	Flint	2700 West	New Construction	Four	66,000,000
B56	2	200 North (Kaysville)	SR-126	SR-89	Widening	Four	26,000,000
F4	2	SR-193	I-15	SR-89	Access Management		24,000,000
F6	2	200 South (West Point)	2000 West	SR-67 Extension	New Construction	Four	40,000,000
F15	2	1800 North (Sunset)	2000 West	SR-67 Extension	Widening/New Construct	Four	46,000,000
B24	3	SR-67 Extension	12th Street	S & E Interchange	New Construction	Two	203,000,000
B29	3	Adams Ave Toll Road	SR-89	I-84	Widening	Four	21,000,000
B30	3	3500 West	Midland Drive	12th Street	Widening	Four	227,000,000
B31	3	1900 West	12th Street	S & E Interchange	Widening	Four	292,000,000
B34	3	Syracuse Road	SR-67 Extension	SR-110	Widening	Four	59,000,000
B37	3	Gordon Avenue	Fairfield Road	SR-89	Widening/New Construct	Four	80,000,000
B42	3	5500/5600 South	I-15	I-84	New Construction	Four	122,000,000
B48	3	Hill Field Road Extension	2200 West	3600 West	New Construction	Four	55,000,000
B50	3	2700 West (Layton)	Hill Field Road	SR-67 Extension	New Construction	Four	44,000,000
B52	3	Fort Lane	Gordon Ave	SR 193	Widening	Four	85,000,000
B53	3	400 North	I-15	1200 West	Widening	Four	26,000,000
B57	3	Monroe Boulevard	1300 North	3000 North	New Construction	Four	98,000,000
B58	3	1000 West	200 S	Antelope/SR 108	Widening	Four	55,000,000
B59	3	3300 S	I-15	SR-67 Extension	Widening	Four	212,000,000
C61	3	2100 S / 2550 South	I-15	SR-67 Extension	Widening/New Construct	Four	201,000,000
F5	3	2700 North (SR-134)	I-15	SR-67 Extension	Widening/New Construct	Four	142,000,000
F12	3	400 North	1200 West	Wall Avenue	Widening/New Construct	Four	122,000,000
Interchanges							
Project	Priority	Location	Interchange/Intersection	Description	Cost		
B2	1	I-15	Layton - Hill Field Road	Upgrade	38,000,000		
B4	1	I-15	Clearfield - SR-193	Upgrade	20,000,000		
B5	1	I-15	Clearfield - 650 North	Upgrade	34,000,000		
B6	1	I-15	Roy - 5600 South	Upgrade	34,000,000		
B7	1	I-15	Riverdale - Riverdale Road	Upgrade	35,000,000		
B13	1	I-15	Sunset - 1800 North	New Interchange	155,000,000		
B1	2	I-15	Kaysville - 200 North	Upgrade	40,000,000		
B3	2	I-15	Layton - Antelope Drive	Upgrade	40,000,000		
B15	2	SR-89	Layton - Gordon Avenue	New Interchange	198,000,000		
B16	2	SR-89	Layton - Oak Hills Drive (SR-109)	New Interchange	213,000,000		
B17	2	SR-89	Fruit Heights - 200 North	New Interchange	247,000,000		
B18	2	SR-89	I-84	Upgrade	319,000,000		
F11	2	I-15	24th Street Interchange	Upgrade	160,000,000		
B12	3	I-15	Pleasant View - 2700 North	Upgrade	67,000,000		
B14	3	SR-89	Layton - Antelope Drive	New Interchange	390,000,000		
B19	3	I-84	5600 South - Riverdale	New Interchange	244,000,000		
F16	3	I-15	Shepard Lane-Farmington	New Interchange	258,000,000		
Transit							
Project	Priority	Location	From	To	Description	Cost	
B60	1	24th Street/Harrison Blvd	Ogden Commuter Rail Sta	SR-89	Bus Rapid Transit	112,000,000	
F2	2	Bamberger Line	Ogden Commuter Rail Sta	Hill/Clearfield	Bus Rapid Transit	427,000,000	
F13	3	North Ogden	Washington	Roy Commuter Rail Station	Bus Rapid Transit	325,000,000	
Phase	Priority 1	Priority 2	Priority 3	Total			
Cost	\$1,935,000,000	\$3,303,000,000	\$3,328,000,000	\$8,566,000,000			

Figure 29: Anticipated Transportation Improvements

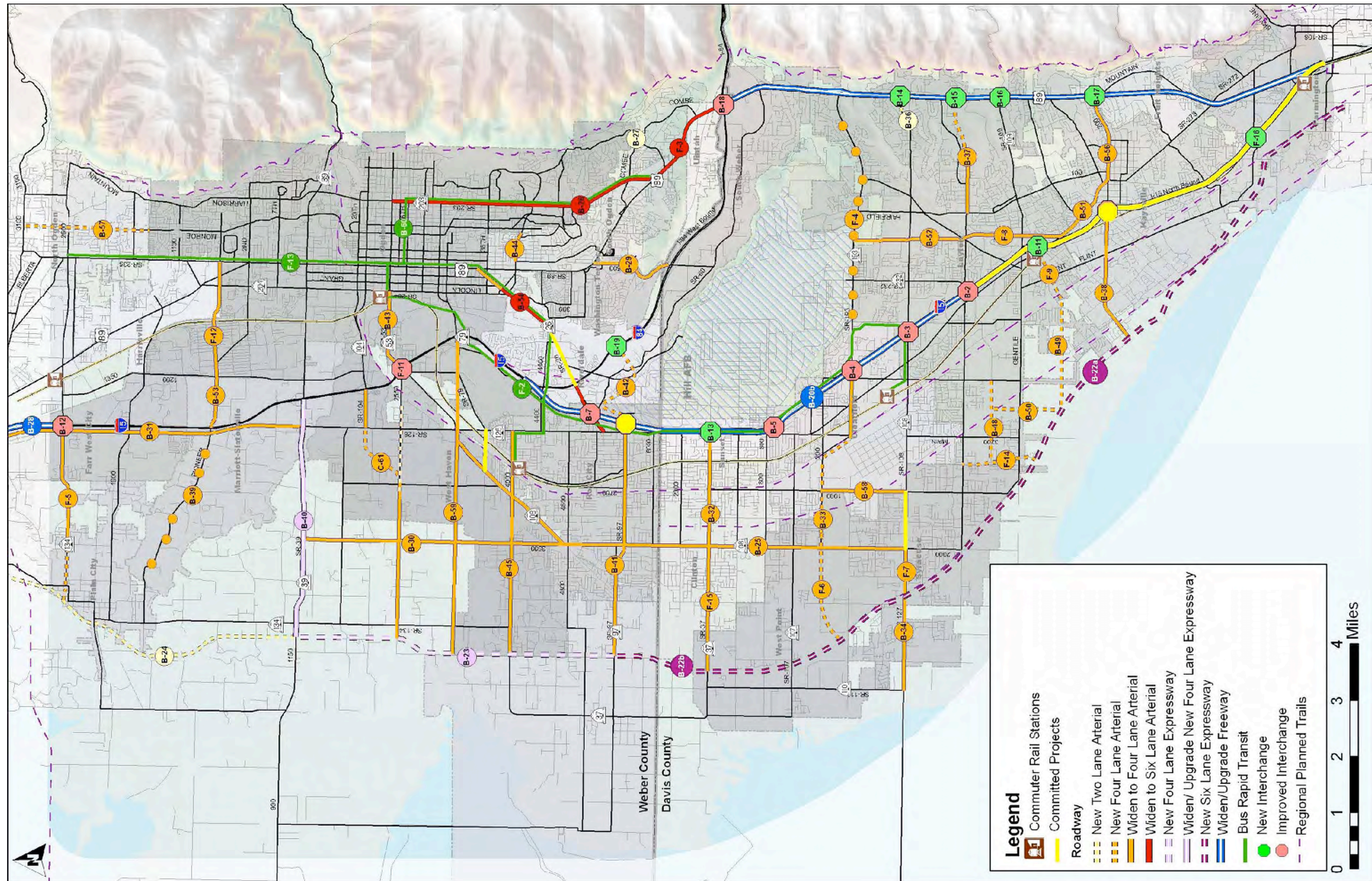
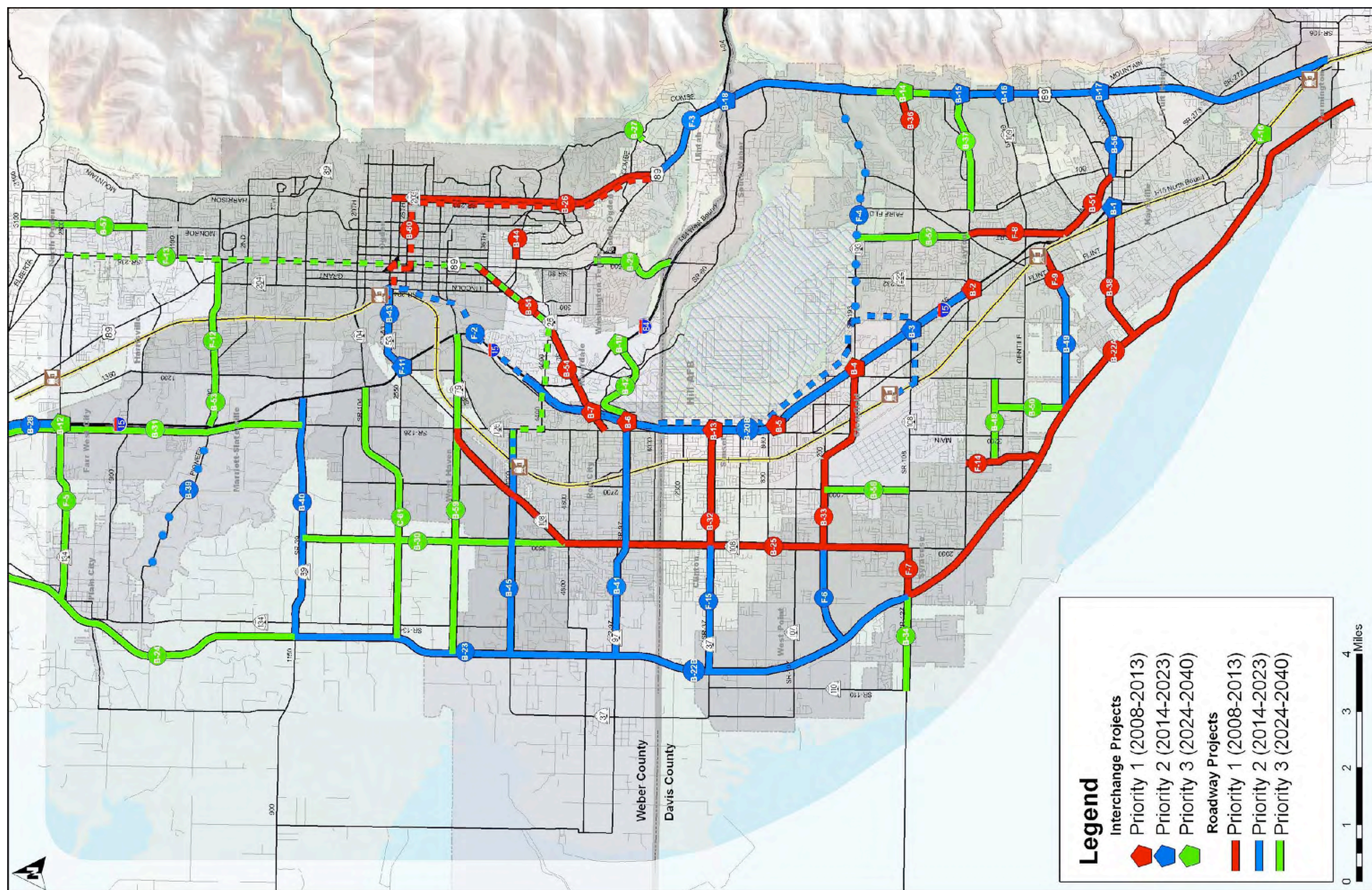


Figure 30: Anticipated Project Prioritization



Appendix

1. Glossary of Terms
2. Project Fact Sheets
3. Socio-Economic data for each jurisdiction and by Traffic Analysis Zone (TAZ)
4. Travel Desire Patterns
5. Overview of Previous Studies; Purpose and Recommendations
6. Notes from jurisdiction (cities and unincorporated county) meetings
7. Agendas and Minutes of Steering and Working Group meetings
8. Open House flyer

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY LEGISLATIVE REPORT APPENDIX

Prepared for Utah Department of Transportation, Region 1



September 2008. Project Number 070188



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Glossary of Transportation Terms

TRAFFIC MEASURES

Average Annual Daily Traffic (AADT)

The total two-way volume of traffic on a highway segment for an average day, often called Average Daily Traffic.

Capacity

The maximum traffic flow that can be carried by a segment of roadway or a lane, usually expressed as vehicles per hour or vehicles per day.

Lane Miles

A measure of the total length of lanes that all the cars on a road can travel. It is calculated by multiplying the length of the center lane by the number of lanes of that roadway. For example, a four-lane road, 2 miles long, has eight lane miles.

Level of Service (LOS)

LOS is a measure of traffic congestion. Specifically, it is a traffic engineering term used to describe the travel delay on a roadway network and/or at an intersection. Level of Service is expressed in an A through F grading system, with non-congested traffic as LOS A and extremely congested travel as LOS F.

Travel Time

The total time taken to complete a trip from origin to destination.

Vehicle Hours of Delay

A measure of delay that indicates the total number of hours the traffic stream is delayed, measured in vehicle-hours.

Vehicle Hours Traveled (VHT)

The total number of hours for a single vehicle to travel a designated route.

Vehicle Miles Traveled (VMT)

On highways, a measurement of the total miles traveled by all vehicles combined in a given area for a specified time period.

Volume-to-Capacity ratio (V/C)

The ratio of the amount of traffic using a facility volume to the capacity of that facility. In some cases, the V/C ratio is used to define Level of Service where high V/C ratios correspond to poor Levels of Service and low V/C ratios correspond to good Levels of Service.

ROADWAY TYPES

Arterial

Signalized streets that serve primarily through-traffic and provide access to abutting properties as a secondary function. Arterials have at-grade traffic signals and the corresponding turning movement at intersections. Arterial streets are typically signed for travel of 40 mph or greater and typically have four or more travel lanes. In the Study Area, examples are Harrison Blvd, 12th Street, Riverdale Road and Hill Field Road.

Collector

Streets that provide direct access between neighborhoods and arterials. Collector streets do not typically limit access to abutting properties and are usually signed for travel of 35 mph or less. Examples in the Study Area include: 300 North in West Point, Pioneer Road and Gentile Street.

Controlled Access Facility

A roadway where access is regulated to specific points. Expressways and freeways are controlled access facilities. Controlled access facilities limit access to intersections in the case of expressways and interchanges in the case of freeways.

Expressway

A controlled access, divided highway for through traffic, the intersections of which have at-grade signals. There are no examples of an expressway in the Study Area, but in Salt Lake County, Bangor Highway is an example.

Facility

A structural element of transportation, such as a road, sidewalk, bike lane, etc.

Freeway

A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled and grade separated interchanges are required. Examples in the Study Area are I-15 and I-84.

Functional Classification

The grouping of streets and highways into classes, or systems, according to the function and character of service they are intended to provide. Typical functional classification systems include local streets, collector streets and arterial streets.

Interchanges

Interchanges are configured to accommodate turn movements at the grade separated crossings of two highway or roadway facilities. The most common types of interchanges in Utah include: Diamond, Single-Point Urban Interchange (SPUI), and Cloverleaf (partial and full).

Diamond - A full diamond interchange is formed when a one-way diagonal on or off ramp is provided in each quadrant. This is the most common interchange configuration.



Single-Point Urban Interchange (SPUI) - All on and off ramps and turning moves are come together at a single traffic signal and opposing left turns operate to the left of each other and move in the same traffic cycle. Interchange Right turns are allowed to free flow in a SPUI.



Cloverleaf - Four-leg intersections that use loop ramps rather than allowing left-turn movements.



Parkway

A highway that has full or partial access control in a park-like setting. An example outside the Study Area will be the Legacy Parkway from Salt Lake to Farmington.

MANAGING TRAFFIC FLOW

Congestion

Highway congestion results when traffic demand approaches or exceeds the available capacity of the transportation facility. Congestion is typically measured by the amount of delay results above free-flow or unimpeded traffic.

Delay

The amount of additional time spent at an intersection or on a roadway that results from congestion.

Travel Demand Management

Strategies that promote increased efficiency of the transportation system by influencing individual travel behavior to reduce the amount of travel.

Free Flow

Roadway conditions in which vehicles are almost completely unimpeded in their ability to maneuver within and through the traffic stream.

Intelligent Transportation System (ITS)

An integrated application of a wide range of advanced technologies and communication techniques which can improve mobility and transportation productivity. ITS measures include variable message signs, ramp metering, highway monitoring, information, etc.

Park and Ride Lots

Designated parking areas for automobile drivers who then board transit vehicles from these locations.

BUILDING ROADWAYS

Grade Separation

The raising or lowering of a road or highway grade to either above or beneath another road or highway to eliminate at-grade traffic movement conflicts.

Infrastructure

An asset resulting from a capital improvement including, but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.

Project

A specifically proposed capital improvement resulting in a transportation facility or service that can be listed in a transportation plan.

Capital Improvement

The building of a physical transportation facility structure or the improvement of some aspect of a facility that will increase its useful life.

...CONTINUED ON OTHER SIDE

PLANNING

Access Management

Access management includes regulation of the spacing and design of driveways, medians, median openings, traffic signals and cross streets on arterial roads to improve safe and efficient traffic flow on the road system.

Corridor Preservation

Preservation of a broad geographical band to allow future construction/expansion of transportation infrastructure.

Environmental Study

Report developed as part of the National Environmental Policy Act (NEPA) requirements that details the adverse social and environmental effects of a proposed transportation project for which Federal funding is being sought. Examples include Environmental Impact Statements (EIS), Environmental Assessments (EA) and Categorical Exclusions (CatEx).

Future Needs

Represents the gap between the vision and the current or projected performance of the transportation system.

Impacts

The effects of a transportation project. Impacts at a planning stage may include very broad measures where impacts assessed as part of an Environmental Impact Statement (EIS) may include the detailed evaluation of direct, indirect, and cumulative effects.

Land Use

Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

Land Use Plan

A plan which establishes strategies for the use of land to meet identified community needs.

Metropolitan Planning Organization (MPO)

The local MPO is the Wasatch Front Regional Council. An MPO is a regional policy body, required in urbanized areas and designated by local officials and the governor of the state. Under federal legislation, MPOs plan all federally funded transportation investments and serve as a forum where local officials, public transportation providers and state agency representatives can come together and cooperatively plan to meet a region's current and future transportation needs.

Need

The demand for a mobility improvement that has been identified on the basis of accepted and adopted standards and other assumptions (e.g., land use) and documented in an adopted long range or master transportation plan.

Peak Period

Morning (AM) and afternoon (PM) "rush hour" time periods when roadway traffic congestion and transit use is typically heaviest.

Regional Transportation Plan (RTP)

The federally mandated long-range transportation plan for a given geographic region, prepared by the local Metropolitan Planning Organization. It governs regionally significant highway and transit development and is updated every four years. This region's plan is the Regional Transportation Plan: 2007-2030 (2030 RTP).

Statewide Transportation Improvement Plan (STIP)

It is a document prepared and maintained regularly by the Utah Department of Transportation that is a five-year plan of highway and transit projects. Transportation projects include those on state, city and county highway systems as well as projects in the national parks, national forests and Indian reservations. These projects use various federal and state funding programs.

Traffic Analysis Zone (TAZ)

The smallest geographically designated area used for analysis of transportation activity included in the regional travel demand model.

Traffic Operations Center (TOC)

Utah Department of Transportation monitors traffic flow by means of closed-circuit television cameras. Message signs and broadcasts alert drivers and transit riders to conditions ahead, while ramp metering controls traffic flows. All these devices together are housed and maintained from a central location, the TOC.

Transportation Improvement Plan (TIP)

A document prepared by the Metropolitan Planning Organization known as the Wasatch Front Regional Council that lists projects for the next one-to-three-year period to be completed. The plan is fiscally constrained (funding is identified for each project). Projects are usually completed with Federal Highway Administration/ Federal Transit Administration funds.

Travel Demand Forecasting

The technical process of estimating the number of future users of a transportation system by their mode and particular travel times and routes. Travel Demand Forecasting uses the Travel Demand Model.

Travel Demand Model

A computer-based model of the transportation network that generates travel patterns and forecasts.

AIR QUALITY

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants. The Environmental Protection Agency (EPA) developed the standards in response to a requirement of the Clean Air Act. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

Nonattainment Area

Any urbanized area that has not met the requirements for clean air as set out in the Clean Air Act.

State Implementation Plan (SIP)

Produced by the state environmental agency. A plan mandated by the Clean Air Act that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS. It must be taken into account in the transportation planning process.

TRAVEL MODES

Active Transportation

Also known as Non-Motorized Transportation, this includes walking, cycling, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel.

Bus Rapid Transit (BRT)

A system that allows rubber-tired "bus" vehicles to operate at a higher rate of reliability than a conventional bus route. BRT can include fixed alignment systems and/or more flexible transit systems.

Light Rail

A transit system defined by a fixed guideway, typically electrically powered railroad tracks which can operate in a fixed rail alignment or mix within urban streets.

High Occupancy Vehicle Lane (HOV) or Commuter Lane

Exclusive road or traffic lane limited to buses, vanpools, carpools, and emergency vehicles.

Intermodal

Relating to the connection between any two or more modes of transportation.

Mobility

The ability to move or be moved from place to place.

Mode

A particular form of travel, for example: walking, traveling by automobile, transit, bicycle, etc.

Multi-modal

The availability and use of different modes of transportation within a system or corridor.

Transit

Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public a general or special service on a regular and continuing basis. Often called Mass Transit.

Reference: US Department of Transportation Federal Highway Administration Planning Glossary located at <http://www.fhwa.dot.gov/planning/glossary>



B26

HARRISON BOULEVARD SR-89 TO 24th STREET

WIDENING TO 6 LANES

GOAL

- Mitigate congestion on Harrison Boulevard.
- Provide Multi-modal access between Ogden Intermodal center and Weber State University.

OTHER
CONSIDERATIONS

- BRT or rail transit from Harrison Boulevard and SR-89.
- BRT may share lanes with widened road, or take priority over widening.
- Possibly combine BRT and widening together as one project.
- Include triple lefts onto SR-89.
- Possible extension to 20th Street

PRIORITY
RISK

1

High

LENGTH
COST

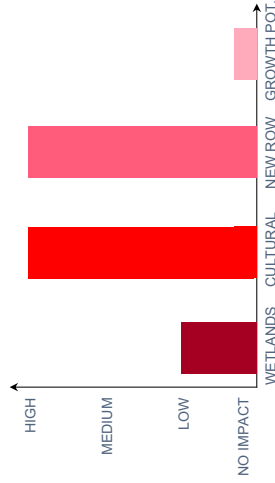
4.8 miles

\$99,000,000

2040
TRAFFIC
VOLUME

66,000

POTENTIAL
ENVIRONMENTAL
IMPACTS



B22a

SR-67 Extension FARMINGTON TO SYRACUSE ROAD

NEW 6 LANE EXPRESSWAY

GOAL

- Provide high speed and high capacity transportation facility serving the west side of study area.
- Alternative corridor to I-15 from west.

OTHER
CONSIDERATIONS

- Roadway to be full-access control with access at intersections only.
- Consider purchasing extra ROW at interchanges for planning year 2040 and beyond.
- Plan for other interchanges.

PRIORITY
RISK

1

High

LENGTH
COST

12 miles

\$807,000,000

2040
TRAFFIC
VOLUME

43,000

POTENTIAL
ENVIRONMENTAL
IMPACTS



B32

1800 NORTH (SUNSET) I-15 TO 2000 WEST

WIDENING TO 4 LANES

GOAL

- Widening of existing east-west route and new connection to I-15.
- Mitigate congestion on 1800 North.
- Provide more direct freeway access to growth in and around Clinton

OTHER
CONSIDERATIONS

- Includes grade separation over railroad tracks.
- Recommend to Sunset that they preserve ROW.
- Perform in consideration of new I-15 interchange

PRIORITY
RISK

1

Medium

LENGTH
COST

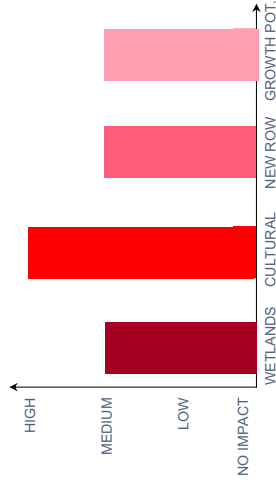
2 miles

\$48,000,000

2040
TRAFFIC
VOLUME

43,000

POTENTIAL
ENVIRONMENTAL
IMPACTS



B25

SR-108 SYRACUSE ROAD TO 1900 WEST

WIDENING TO 4 LANES

GOAL

- Mitigate congestion on SR-108.
- Provide north-south mobility and connectivity.
- Improve intersection cross-traffic movement

OTHER
CONSIDERATIONS

- Facility to be an access-managed facility consistent with an urban arterial.
- Project partially funded. Transportation Commission programmed \$50 million of Critical Highway Needs Funds in May 2008.
- Some existing work has been done.

PRIORITY
RISK

1

Low

LENGTH
COST

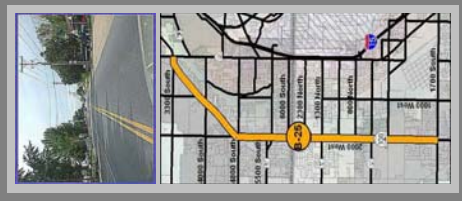
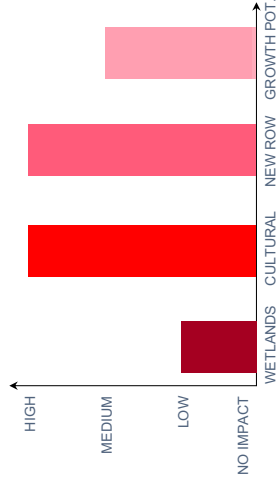
6 miles

\$173,000,000

2040
TRAFFIC
VOLUME

47,000

POTENTIAL
ENVIRONMENTAL
IMPACTS



B38

200 NORTH (KAYSVILLE) I-15 TO SR-67 Extension

WIDENING TO 4 LANES

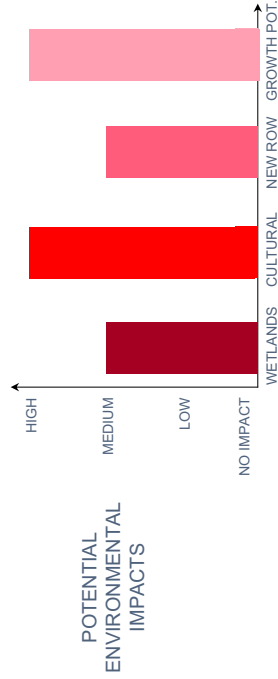
- GOAL**
- Provide connectivity between I-15 and SR-67 Extension.
 - Facilitate east-west mobility.
 - Congestion mitigation to growth in western Davis County.

**OTHER
CONSIDERATIONS**

PRIORITY 1
RISK Low

LENGTH 2.4 miles
COST \$42,000,000

**2040
TRAFFIC
VOLUME** 18,000



B44

40th STREET ADAMS AVE. TO GRAMMERCY AVE.

WIDENING TO 4 LANES

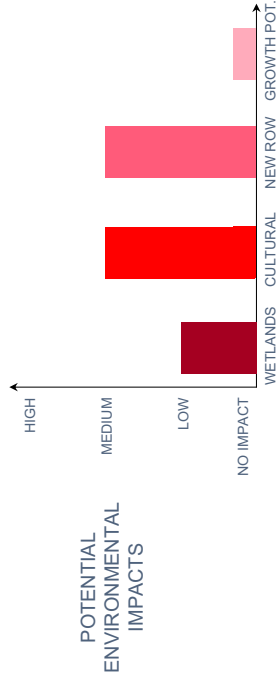
- GOAL**
- Capacity increase through constrained area of Ogden.
 - Provide connectivity along 40th Street.

- OTHER
CONSIDERATIONS**
- Potential high level of controversy with widening through established neighborhood.
 - May be addressed with restriping and minor widening.

PRIORITY 1
RISK Medium

LENGTH 0.5 miles
COST \$15,000,000

**2040
TRAFFIC
VOLUME** 28,000



B33

200/700 SOUTH(CLEARFIELD) MAIN STREET TO 2000 WEST

WIDENING AND NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Provide for relatively high speed and high capacity east-west route between planned SR-67 Extension and SR-89
 - Extend existing role of SR-193 further west.
 - Provide direct east-west service between West Point and Layton

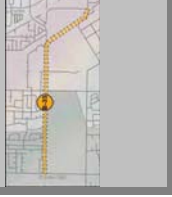
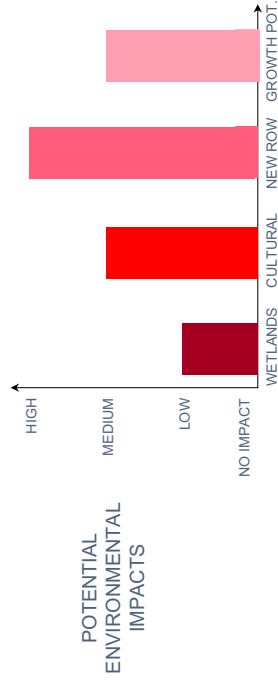
**OTHER
CONSIDERATIONS**

- Allow signals and access at spacing to preserve capacity.
- 28 relocations will be needed to provide necessary ROW.
- Grade separated railroad crossings

PRIORITY 1
RISK Low

LENGTH 3.4 miles
COST \$70,000,000

**2040
TRAFFIC
VOLUME** 44,000



B36

ANTELOPE DRIVE 2550 EAST TO SR-89

NEW CONSTRUCTION OF 2 LANES

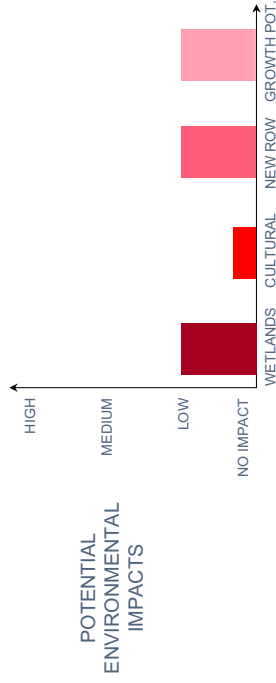
- GOAL**
- Enhanced access to SR-89 for local community.
 - Relieve bottleneck to provide access to high speed north-south route.

- OTHER
CONSIDERATIONS**
- Potential controversy over new alignment through neighborhood.
 - Small project with large benefit.
 - Temporarily inconsistent with US-89 upgrade to freeway

PRIORITY 1
RISK Medium

LENGTH 0.5 miles
COST \$4,000,000

**2040
TRAFFIC
VOLUME** 17,000



F3

SR-89

I-84 TO HARRISON BOULEVARD

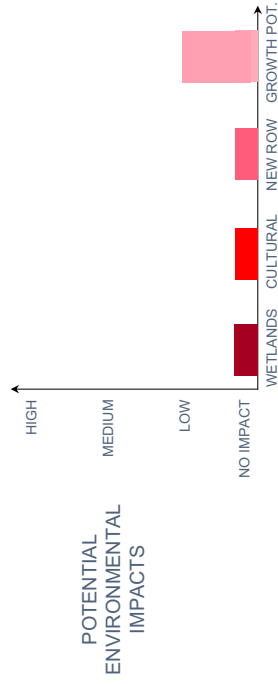
WIDENING TO 6 LANES

- GOAL**
- Enhance SR-89 connection with Harrison Boulevard.
 - Continue high capacity north-south route at Davis-Weber boundary.

- OTHER CONSIDERATIONS**
- Choke point project funded for 3 lanes northbound.
 - Access for Uintah City should be addressed.
 - High capacity transition from freeway south.

PRIORITY 1
RISK Medium

LENGTH 1.9 miles
COST \$52,000,000
2040 TRAFFIC VOLUME 51,000



F7

SYRACUSE ROAD

2000 WEST TO SR-67 Extension

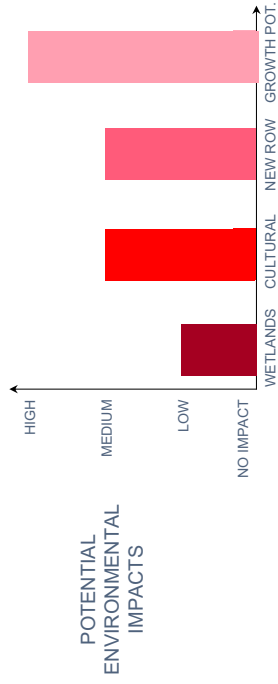
WIDENING TO 4 LANES

- GOAL**
- Improve capacity and operation on east-west facility.
 - Improve east-west mobility between SR-67 and I-15.
 - Improved recreational access to Antelope Island

OTHER CONSIDERATIONS

PRIORITY 1
RISK Medium

LENGTH 0.9 miles
COST \$17,000,000
2040 TRAFFIC VOLUME 22,000



B51

MAIN STREET

I-15 TO 200 NORTH (KAYSVILLE)

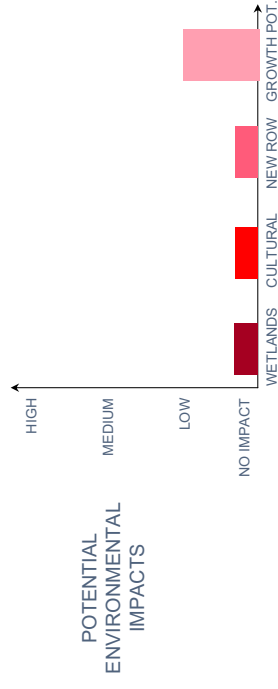
WIDENING TO 4 LANES

- GOAL**
- Enhanced connectivity and capacity between Layton and Kaysville.
 - Connection between major north-south transportation corridors.

- OTHER CONSIDERATIONS**
- Potential controversy with widening roadway through established areas.
 - May be addressed with restriping.

PRIORITY 1
RISK Low

LENGTH 1.3 miles
COST \$23,000,000
2040 TRAFFIC VOLUME 16,000



B54

RIVERDALE ROAD

SR-126 TO WASHINGTON BLVD.

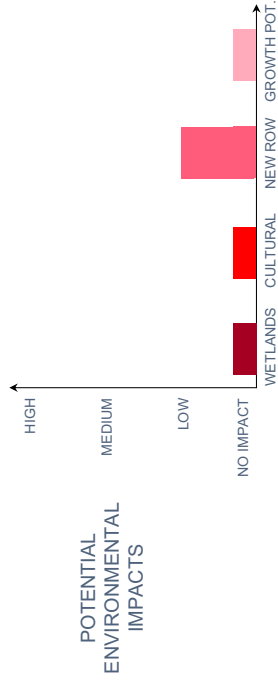
WIDENING TO 6 LANES

- GOAL**
- Enhanced access to businesses and capacity increase.
 - Congestion mitigation on a highly congested route.
 - Improved connectivity between I-15 and downtown Ogden.

- OTHER CONSIDERATIONS**
- Long range transit improvements would likely benefit from new roadway capacity or find alternative route.

PRIORITY 1
RISK Low

LENGTH 3.8 miles
COST \$92,000,000
2040 TRAFFIC VOLUME 85,000



F14

3600 WEST (LAYTON) GORDON AVENUE TO SR-67 Extension

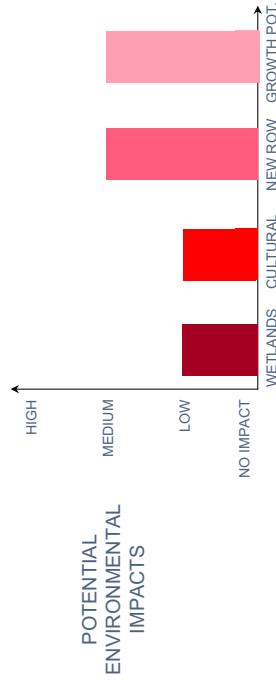
WIDENING AND NEW CONSTRUCTION OF 4 LANES

- Improve connections to SR-67 Extension in west Davis area.

OTHER CONSIDERATIONS

- Facilitates movement for west Layton and Syracuse cities.

PRIORITY	1	LENGTH	1.4 miles	2040
RISK	Medium	COST	\$28,000,000	TRAFFIC VOLUME
				6,000



B20b

I-15 GORDON AVENUE TO I-84

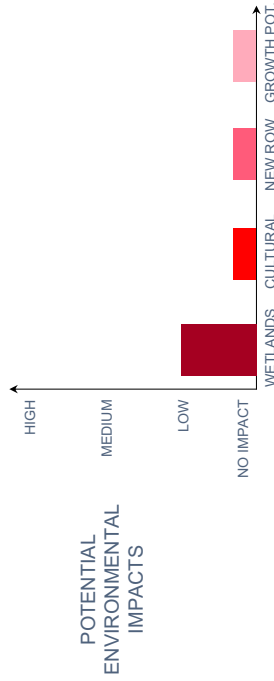
WIDENING TO 6 LANES + EXPRESS LANE

- Extends express lane from Provo to Ogden area.
- Facilitate north-south vehicular travel and address growing travel demand for I-15 corridor.
- Support rideshare for north-south travel.

OTHER CONSIDERATIONS

- This is a widening of I-15, not a full reconstruction.

PRIORITY	2	LENGTH	8.75 miles	2040	
RISK	Low	COST	\$213,000,000	TRAFFIC VOLUME	91,000



F8

FORT LANE MAIN STREET TO GORDON AVENUE

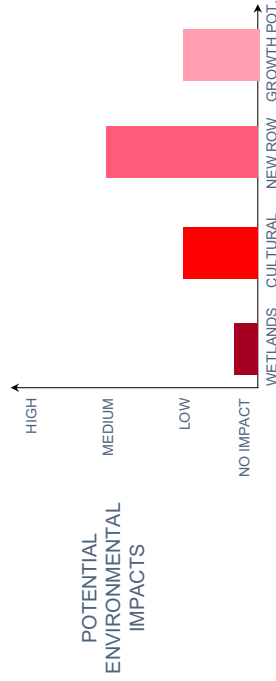
WIDENING TO 4 LANES

- Improve operation on north-south arterial.

OTHER CONSIDERATIONS

- Consider northern extension to SR-193 as future phase.

PRIORITY	1	LENGTH	1.6 miles	2040
RISK	Low	COST	\$24,000,000	TRAFFIC VOLUME
				32,000



F9

700 SOUTH (LAYTON) I-15 TO FLINT

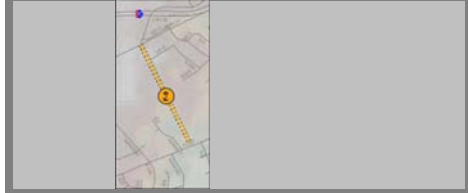
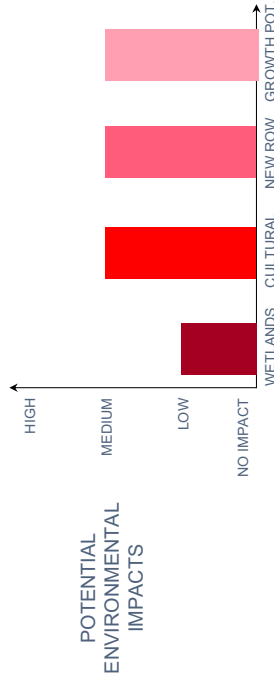
WIDENING TO 4 LANES

- Connect east-west arterials to I-15 at new South Layton Interchange.

OTHER CONSIDERATIONS

- Potential high level of controversy with new alignment through existing neighborhoods.

PRIORITY	1	LENGTH	0.7 miles	2040
RISK	Medium	COST	\$13,000,000	TRAFFIC VOLUME



B28

I-15

2700 NORTH TO BOX ELDER COUNTY LINE

WIDENING TO 6 LANES

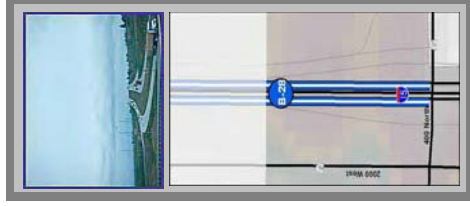
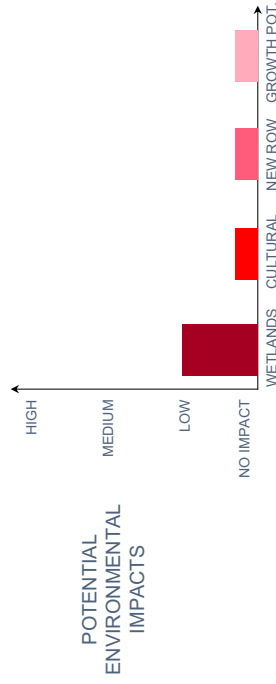
- GOAL**
- Provide additional inter-county mobility on north-south I-15 corridor.
 - Congestion mitigation on major north-south vehicular corridor.

- OTHER CONSIDERATIONS**
- Improvements north of Weber County boundary not addressed in this study.
 - Costs assume total reconstruction of all I-15.

PRIORITY 2
RISK Low

LENGTH 2.2 miles
COST \$86,000,000

2040 TRAFFIC VOLUME 51,000



B39

PIONEER ROAD

I-15 TO 3500 WEST

SAFETY IMPROVEMENTS

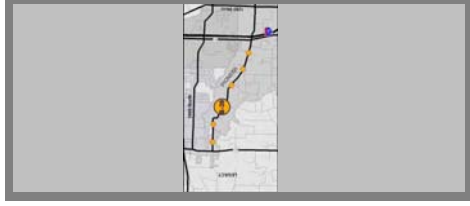
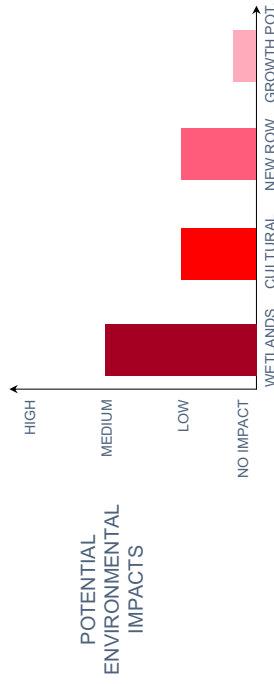
- GOAL**
- Enhanced access to I-15 for residents west of I-15.
 - Improve safety without significantly increasing traffic volumes or speeds.

- OTHER CONSIDERATIONS**
- Spot safety and alignment improvements while protecting neighborhood.

PRIORITY 2
RISK Medium

LENGTH 2.4 miles
COST \$8,000,000

2040 TRAFFIC VOLUME 24,000



B22b

SR-67 Extension

SYRACUSE ROAD TO 5600 SOUTH

NEW 6 LANE EXPRESSWAY

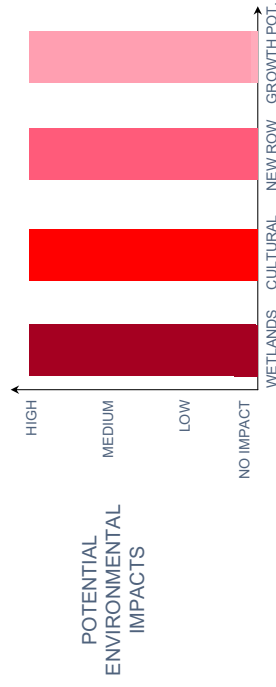
- GOAL**
- Provide high speed and high capacity transportation facility serving the west side of study area.
 - Alternative corridor to I-15 from west.
 - Mitigate congestion from growing western cities.

- OTHER CONSIDERATIONS**
- Roadway to be full-access control with access at intersections only.
 - Consideration for advanced corridor protection.
 - Possible phasing of project, Phase 1: purchase ROW; Phase 2: expansion to complete 4 lanes.
 - Issues with alignment must be resolved with Hooper.

PRIORITY 2
RISK High

LENGTH 5.9 miles
COST \$455,000,000

2040 TRAFFIC VOLUME 40,000



B23

SR-67 Extension

5600 SOUTH TO 12th STREET

NEW 4 LANE EXPRESSWAY

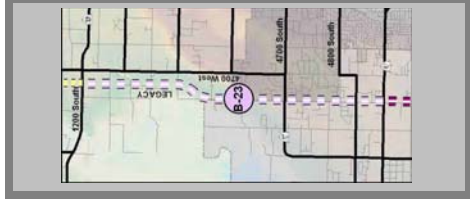
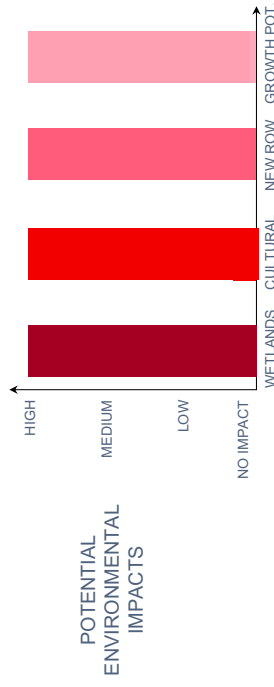
- GOAL**
- Provide high speed and high capacity transportation facility serving the west side of study area.
 - Alternative corridor to I-15 from west.
 - Mitigate congestion from growing western cities.

- OTHER CONSIDERATIONS**
- Roadway to be full access control with access at intersections only.
 - Consideration for advanced corridor protection.
 - Concern about agricultural protection of unincorporated Weber Co.

PRIORITY 2
RISK High

LENGTH 5.7 miles
COST \$293,000,000

2040 TRAFFIC VOLUME 36,000



B43

24th STREET I-15 TO WALL AVENUE

WIDENING TO 4 LANES

- GOAL
- Connectivity between I-15 and Ogden on existing route.
 - Enhance mode choice capacity.

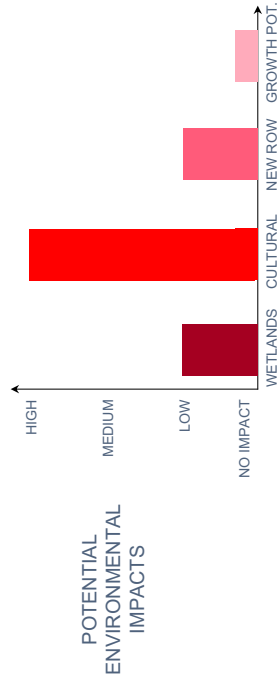
OTHER
CONSIDERATIONS

- High potential for controversy and impacts through established neighborhood.
- Need to determine how roadway terminates at Wall Avenue.

PRIORITY 2
RISK Medium

LENGTH 1.4 miles
COST \$119,000,000

2040
TRAFFIC VOLUME 32,000



B45

4000 SOUTH 1900 WEST TO SR-67 Extension

WIDENING TO 4 LANES

- GOAL
- Enhanced east-west connection to SR-67 Extension.
 - Connector from west side to FrontRunner on east side of I-15.
 - Access choice for residents.

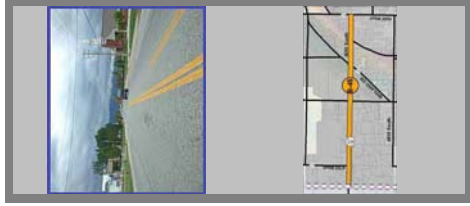
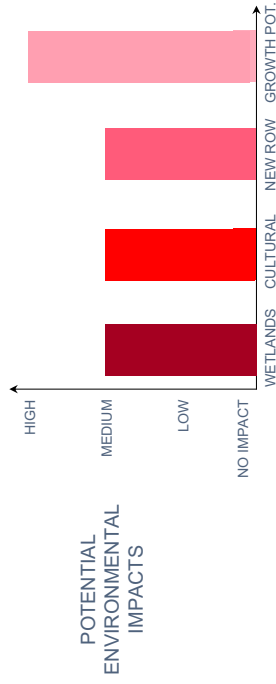
OTHER
CONSIDERATIONS

- Include bike lanes in widening project.
- Include grade separation over railroad tracks.

PRIORITY 2
RISK Medium

LENGTH 4 miles
COST \$92,000,000

2040
TRAFFIC VOLUME 19,000



B40

12th STREET I-15 TO SR-67 Extension

UPGRADE TO 4 LANE EXPRESSWAY

- GOAL
- New connectivity between I-15 and SR-67 Extension.
 - Increased east-west capacity and connectivity.
 - Provide high speed, high capacity east-west road across study area.

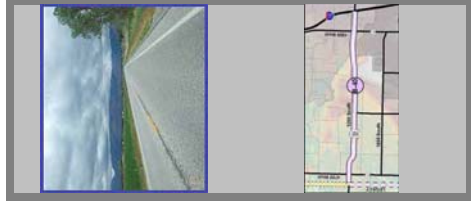
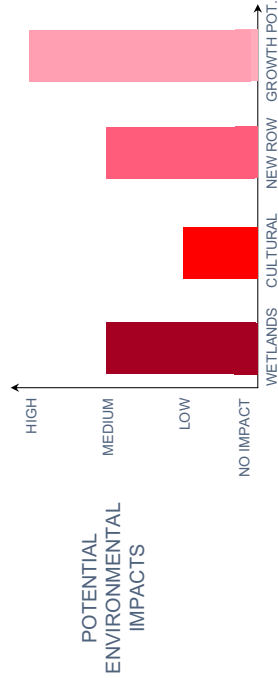
OTHER
CONSIDERATIONS

- Road should provide for access and signal spacing limits to maintain capacity and speeds.
- Must be widened to the north due to the railroad.
- May consider grade separated intersections

PRIORITY 2
RISK Medium

LENGTH 4.2 miles
COST \$97,000,000

2040
TRAFFIC VOLUME 48,000



B41

5500/5600 SOUTH I-15 TO SR-67 Extension

WIDENING TO 4 LANES

- GOAL
- Connectivity between I-15 and SR-67 Extension.
 - Increased access and mobility options for local residents.

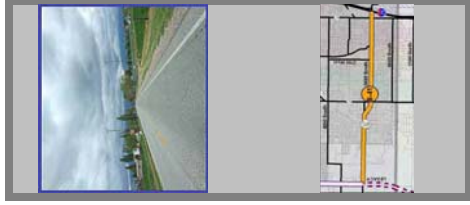
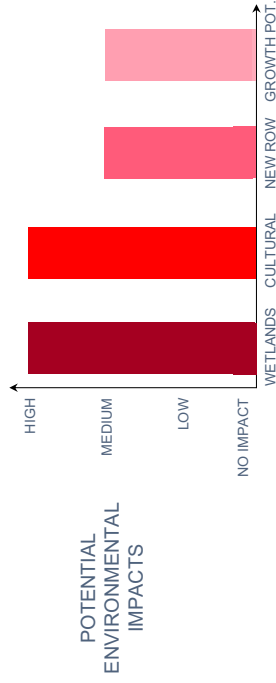
OTHER
CONSIDERATIONS

- Overpass/grade separation for 5500-5600 South.
- Improve connection between 5500 and 5600 South
- Possible directional lanes on 5000 South and 6000 South

PRIORITY 2
RISK Medium

LENGTH 4.1 miles
COST \$94,000,000

2040
TRAFFIC VOLUME 41,000



F4

SR-193
I-15 TO SR-89

ACCESS MANAGEMENT UPGRADE

- GOAL
- Managed access through frontage roads and signal spacing.
 - Facilitate east-west travel.
 - Connectivity from SR-67 Extension to SR-89.

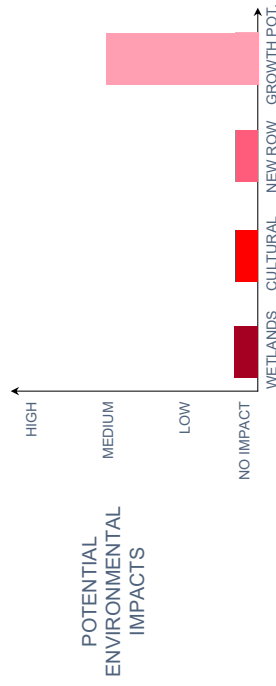
- OTHER CONSIDERATIONS
- Managed access facility consistent with an urban arterial.
 - Corridor Preservation Agreement needed.
 - Cost includes installation of raised median and reconfiguration of access, not full-construction.
 - 2400 East install traffic signal when warranted.

PRIORITY RISK 2 Low

LENGTH 5 miles

COST \$24,000,000

2040 TRAFFIC VOLUME 40,000



B49

700/900 SOUTH (LAYTON)
FLINT TO 2700 WEST
NEW CONSTRUCTION OF 4 LANES

- GOAL
- New connectivity between I-15 and SR-67 Extension.
 - Capacity increase for congested area of Layton.
 - Connects to new South Layton Interchange.

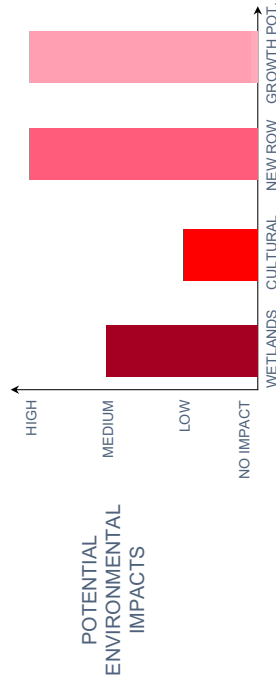
- OTHER CONSIDERATIONS
- Consider SR-67 Extension access spacing.
 - Potential high level of controversy with new alignment through existing neighborhoods.

PRIORITY RISK 2 Medium

LENGTH 2.6 miles

COST \$66,000,000

2040 TRAFFIC VOLUME 17,000



F6

200 SOUTH (WEST POINT)
2000 WEST TO SR-67 Extension

NEW CONSTRUCTION OF 4 LANES

- GOAL
- Connection of 200 South and SR-108 (2000 West) to SR-67 Extension.
 - Promote east-west mobility and connectivity between SR-67 Extension and I-15.

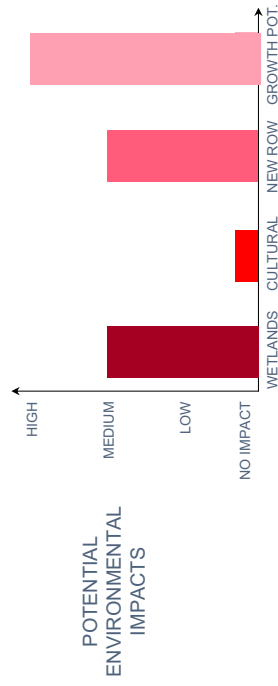
- OTHER CONSIDERATIONS
- Golf course in West Point area impacted.

PRIORITY RISK 2 Medium

LENGTH 1.75 miles

COST \$40,000,000

2040 TRAFFIC VOLUME 15,000



B56

200 NORTH (KAYSVILLE)
SR-126 TO SR-89
WIDENING TO 4 LANES

- GOAL
- Enhance east-west connection to SR-89.
 - Connectivity and capacity increase to SR-89.

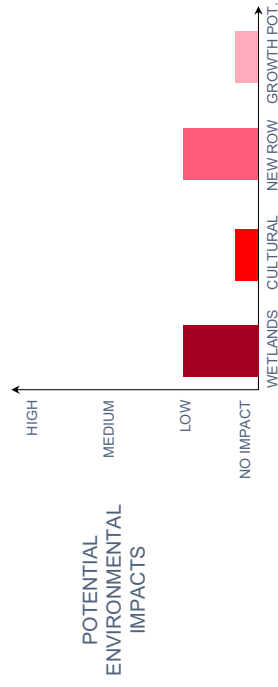
OTHER CONSIDERATIONS

PRIORITY RISK 2 Low

LENGTH 1.5 miles

COST \$26,000,000

2040 TRAFFIC VOLUME 21,000



B29

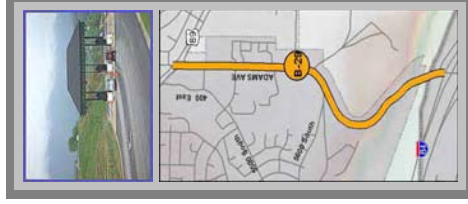
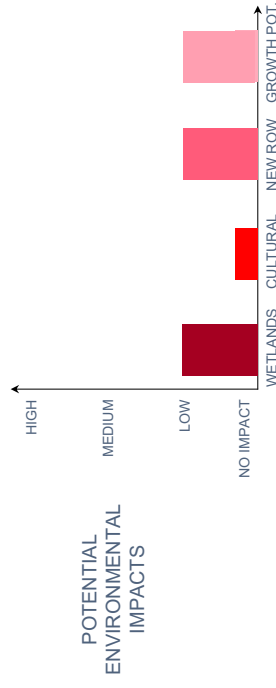
ADAMS AVENUE TOLL ROAD SR-89 TO I-84

WIDENING TO 4 LANES

- GOAL**
- Connectivity from I-84 to SR-89.
 - Covert toll facility to a public roadway without toll.
 - Congestion mitigation and short-cut travel distance for SR-89 between I-84 and Harrison Boulevard.
- OTHER CONSIDERATIONS**
- UDOT assumes management and it becomes a public (non-tolled) roadway.
 - Bridge structure does not meet grade standards.
 - Some geotechnical risk.
 - Cost assumes some retrofit to achieve current standards.

PRIORITY RISK 3 **Medium**

LENGTH 1.9 miles
2040 TRAFFIC VOLUME 26,000
COST \$21,000,000



B30

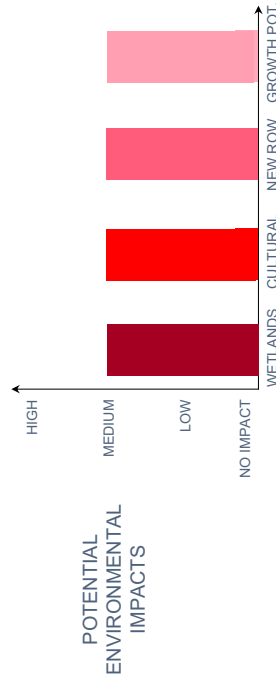
3500 WEST MIDLAND DRIVE TO 12th STREET

WIDENING TO 4 LANES

- GOAL**
- Provide north-south connectivity.
 - Capacity increase with additional north-south mobility.
- OTHER CONSIDERATIONS**
- Access management needed that is consistent with urban arterial.
 - Growth in Weber County may drive project to be a higher priority.
 - Railroad issues near 12th Street

PRIORITY RISK 3 **Medium**

LENGTH 6.1 miles
2040 TRAFFIC VOLUME 17,000
COST \$227,000,000



F15

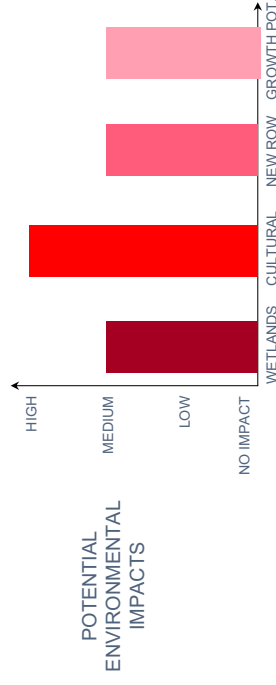
1800 NORTH (SUNSET) 2000 WEST TO SR-67 Extension

WIDENING TO 4 LANES AND NEW CONSTRUCTION

- GOAL**
- Widening of existing east-west route and new connection to I-15.
 - Congestion mitigation on existing route.
- OTHER CONSIDERATIONS**
- Include grade separation over railroad tracks.
 - Recommend to Clinton that they preserve ROW.

PRIORITY RISK 2 **Low**

LENGTH 2.2 miles
2040 TRAFFIC VOLUME 35,000
COST \$46,000,000



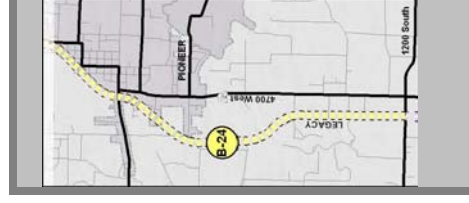
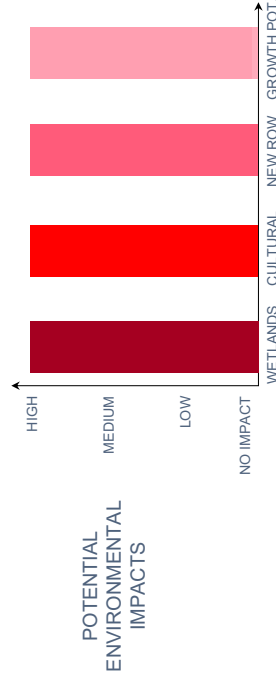
B24 SR-67 Extension, 12th STREET TO SMITH & EDWARD INTERCHANGE

NEW CONSTRUCTION OF 2 LANES

- GOAL**
- Provide high speed and high capacity transportation facility serving the west side of study area.
 - Alternative corridor to I-15 from west.
 - Mitigate congestion from growing western cities and county.
- OTHER CONSIDERATIONS**
- Roadway to be a full-access controlled facility with access at intersections only.
 - Consider advanced corridor protection.
 - Corridor study being conducted for alignment.
 - Concerns about agricultural preservation in western Weber Co.

PRIORITY RISK 3 **High**

LENGTH 5.1 miles
2040 TRAFFIC VOLUME 12,000
COST \$203,000,000



B37

GORDON AVENUE FAIRFIELD ROAD TO SR-89

WIDENING AND NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Enhanced access to SR-89 for local community and improved new connectivity to SR-89.
 - New east-west connection between I-15 and SR-89.
 - Congestion mitigation for east-west travel and capacity increase.

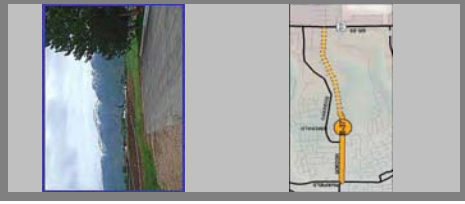
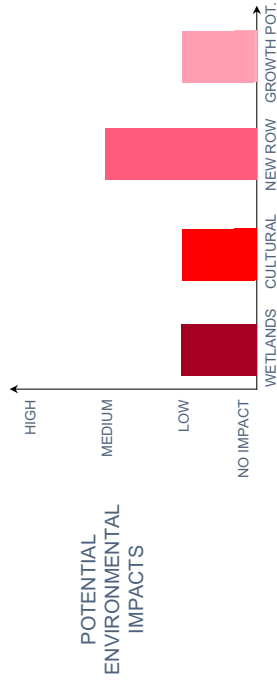
- OTHER CONSIDERATIONS**
- Potential controversy with new alignment through established neighborhoods.
 - New road to be connected to new interchange on SR-89.

PRIORITY RISK 3 **High**

LENGTH 2 miles

COST \$80,000,000

2040 TRAFFIC VOLUME 12,000



B31

1900 WEST, 12th STREET TO SMITH & EDWARDS INTERCHANGE

WIDENING TO 4 LANES

- GOAL**
- Provide alternative collector type route to I-15.
 - Congestion mitigation for I-15 and improved connections for areas between interchanges to I-15.
 - Facilitate business access parallel to I-15

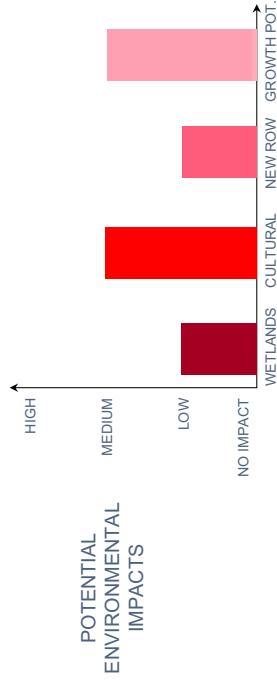
- OTHER CONSIDERATIONS**
- Possible phasing into two stages; Phase 1: minor widening; Phase 2: major widening.
 - Consider access separation and signal spacing improvements.

PRIORITY RISK 3 **Medium**

LENGTH 6.8 miles

COST \$292,000,000

2040 TRAFFIC VOLUME 28,000



B42

5500/5600 SOUTH I-15 TO I-84

NEW CONSTRUCTION OF 4 LANES

- GOAL**
- New connectivity between I-15 and I-84.
 - Congestion mitigation and relief for Riverdale Road.

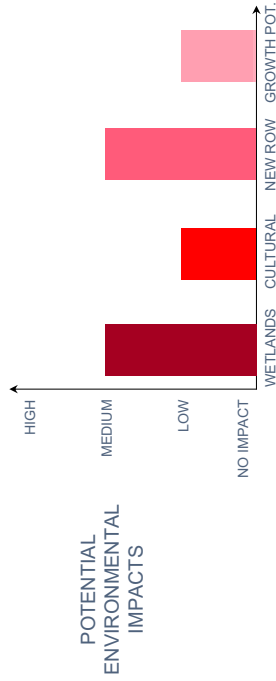
- OTHER CONSIDERATIONS**
- Feasibility is questionable though an existing developed area.
 - Consider a full system to system interchange for I-15 and I-84 as an alternate.
 - Consider widening 4400 South through Riverdale as alternative.
 - Proposed with new I-84 interchange.

PRIORITY RISK 3 **High**

LENGTH 2 miles

COST \$122,000,000

2040 TRAFFIC VOLUME 22,000



B34

SYRACUSE ROAD SR-67 Extension TO SR-110

WIDENING TO 4 LANES

- GOAL**
- Provide access to transportation corridor for local community west.
 - Capacity increase on existing east-west route.

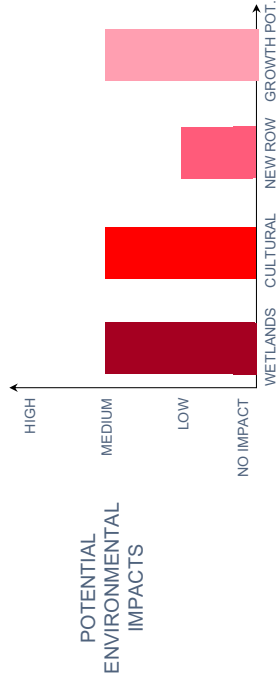
- OTHER CONSIDERATIONS**
- Includes pedestrian underpass for Syracuse trail.

PRIORITY RISK 3 **Medium**

LENGTH 1.6 miles

COST \$59,000,000

2040 TRAFFIC VOLUME 7,000



B52

FORT LANE GORDON AVENUE TO SR-193

WIDENING TO 4 LANES

- GOAL**
- Enhance north-south connectivity and capacity in Layton.
 - Provide increased access to local communities.
 - Congestion mitigation.

OTHER CONSIDERATIONS

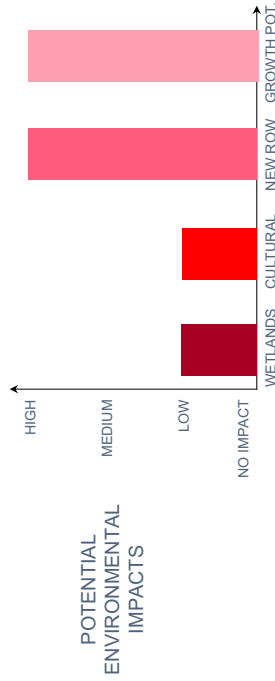
- Split phases, Phase 1: Gordon Street to Antelope Drive; Phase 3: Antelope Drive to SR-193.

PRIORITY RISK 3 **Medium**

LENGTH 2 miles

COST \$85,000,000

2040 TRAFFIC VOLUME 4,000



B53

400 NORTH I-15 TO 1200 WEST

WIDENING TO 4 LANES

- GOAL**
- Provide alternate access to Harrisville.
 - Capacity increase on existing route.

OTHER CONSIDERATIONS

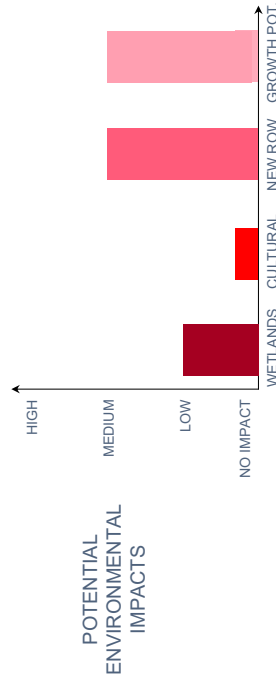
- Widening facilitates truck movement to and from Business Depot Ogden.

PRIORITY RISK 3 **Low**

LENGTH 0.9 miles

COST \$26,000,000

2040 TRAFFIC VOLUME 14,000



B48

HILL FIELD ROAD EXTENSION 2200 WEST TO 3600 WEST

NEW CONSTRUCTION OF 4 LANES

- GOAL**
- New connectivity to SR-67 Extension
 - Enhance access choices for local residents.

OTHER CONSIDERATIONS

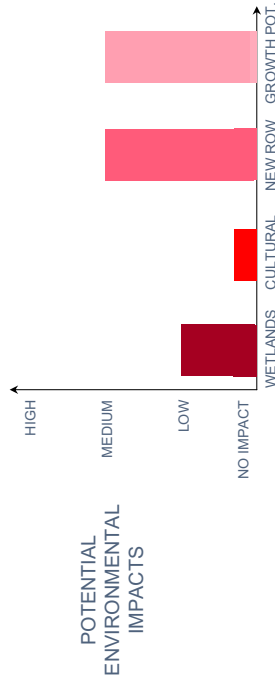
- Another option includes shortening to 3200 West and then connecting 3200 West to SR-67 Extension.
- Potential for a high level of controversy and impacts with new alignment through existing neighborhoods.

PRIORITY RISK 3 **Medium**

LENGTH 1.5 miles

COST \$55,000,000

2040 TRAFFIC VOLUME 15,000



B50

2700 WEST (LAYTON) HILL FIELD ROAD TO SR-67 EXTENSION

NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Connects major north-south transportation corridors to SR-67 Extension.
 - Enhance east-west connections.

OTHER CONSIDERATIONS

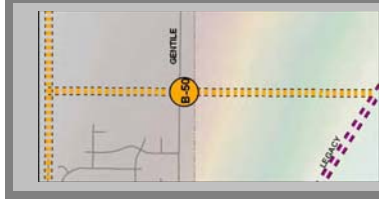
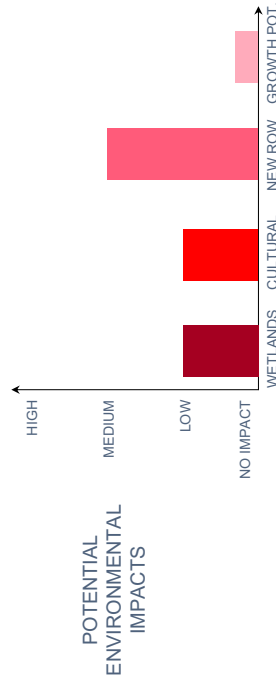
- Connects Hill Field Road to SR-67 Extension.

PRIORITY RISK 3 **Medium**

LENGTH 1.2 miles

COST \$44,000,000

2040 TRAFFIC VOLUME 6,000



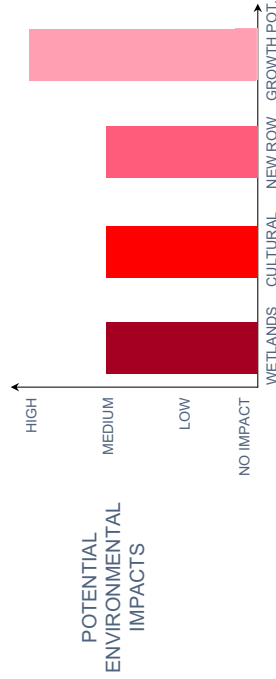
B59

3300 SOUTH I-15 TO SR-67 Extension

WIDENING TO 4 LANES

- GOAL**
- Provide direct access to downtown Ogden.
 - Connectivity between major north-south corridors.
- OTHER CONSIDERATIONS**
- Needs to address intersection alignments at Midland Drive and Hinckley Drive.

PRIORITY RISK 3 **LENGTH** 5.7 miles **2040 TRAFFIC VOLUME** 28,000 **COST** \$212,000,000



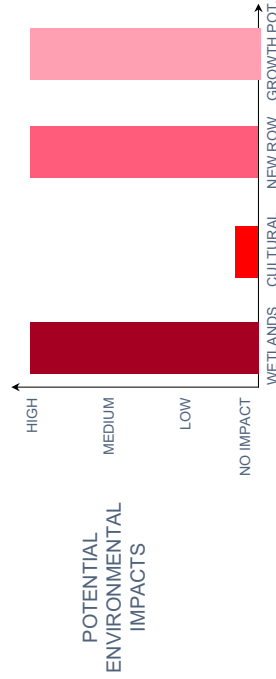
C61

2100/2550 SOUTH I-15 TO SR-67 Extension

WIDENING AND NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Connecting I-15 and SR-67 Extension to downtown Ogden.
- OTHER CONSIDERATIONS**
- 2100 South new alignment straight from I-15 interchange to existing 2550 South
 - West Haven would like to have bike lanes incorporated into this project.
 - Full 24th Street interchange may provide other east-west options.

PRIORITY RISK 3 **LENGTH** 4.7 miles **2040 TRAFFIC VOLUME** 24,000 **COST** \$201,000,000



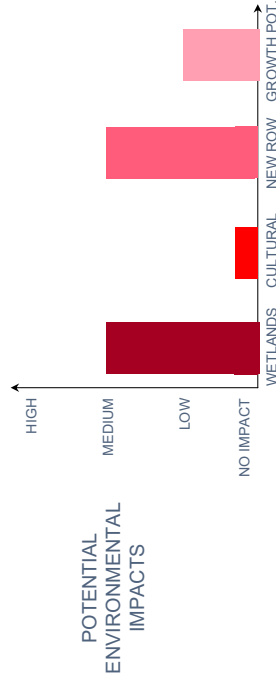
B57

MONROE BOULEVARD 1300 NORTH TO 3000 NORTH

NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Enhance north-south mobility and connectivity for travel to North Ogden.
 - Capacity increase to relieve Washington Boulevard congestion.
- OTHER CONSIDERATIONS**
- Potential for high level of controversy with new alignment.
 - Include a bike route.

PRIORITY RISK 3 **LENGTH** 2.3 miles **2040 TRAFFIC VOLUME** 15,000 **COST** \$98,000,000



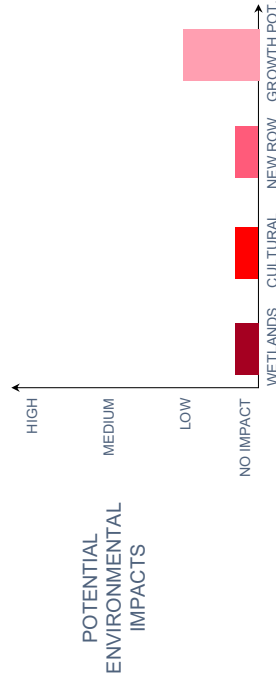
B58

1000 WEST 200 SOUTH TO ANTELOPE/SR-108

WIDENING TO 4 LANES

- GOAL**
- Increase north-south mobility and connectivity.
 - Provide connectivity between east-west transportation corridors.
- OTHER CONSIDERATIONS**
- Widening to 3 lanes would be a lower risk alternative.

PRIORITY RISK 3 **LENGTH** 1.5 miles **2040 TRAFFIC VOLUME** 21,000 **COST** \$55,000,000



B2 I-15 AND HILL FIELD ROAD, LAYTON

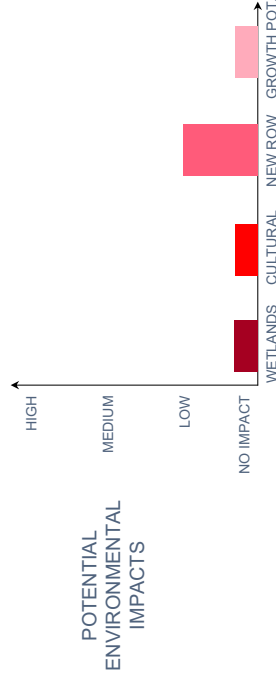
UPGRADE INTERCHANGE

- GOAL**
- Improve operations of interchange from east-west routes to I-15.
 - Improve connection to FrontRunner.

OTHER CONSIDERATIONS

- Additional lanes and ramp meters.
- Consider fly over of I-15 between this interchange and Antelope Drive to reduce demand.

PRIORITY RISK 1 **Low** **Medium** **High** **Length** N/A **Cost** \$38,000,000 **2040 Traffic Volume** N/A



B4 I-15 AND SR-193, CLEARFIELD

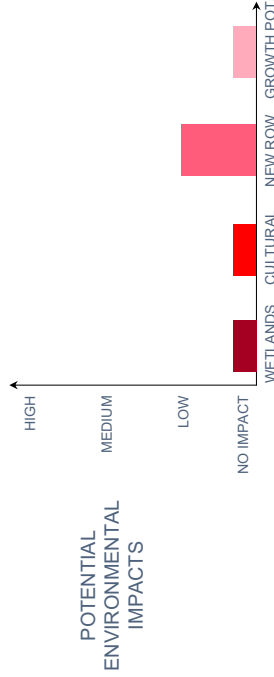
UPGRADE INTERCHANGE

- GOAL**
- Improve interchange efficiency and operation.
 - Improve connection of east-west route to I-15.

OTHER CONSIDERATIONS

- A lot of ramp improvements have been made to on/off ramps, but the SR-193 intersection has not been improved recently.
- Additional lanes and ramp meters.

PRIORITY RISK 1 **Low** **Medium** **High** **Length** N/A **Cost** \$20,000,000 **2040 Traffic Volume** N/A



F5

2700 NORTH (SR-134) I-15 TO SR-67 Extension

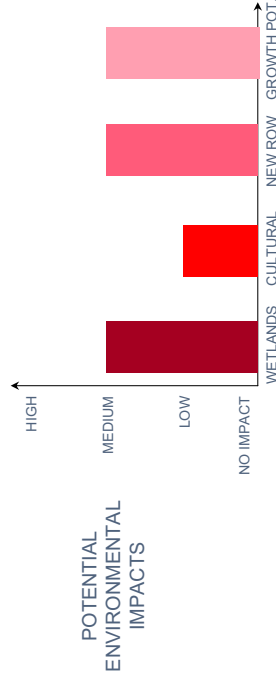
WIDENING AND NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Facilitate east-west travel and connectivity from Plain City to I-15.

OTHER CONSIDERATIONS

- Connection through Plain City could be controversial.
- Alternatives around historic areas of City should be explored.

PRIORITY RISK 3 **High** **Length** 3.1 miles **Cost** \$142,000,000 **2040 Traffic Volume** 36,000



F12

400 NORTH 1200 WEST TO WALL AVENUE

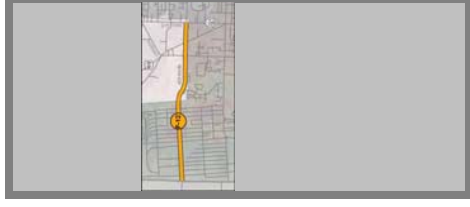
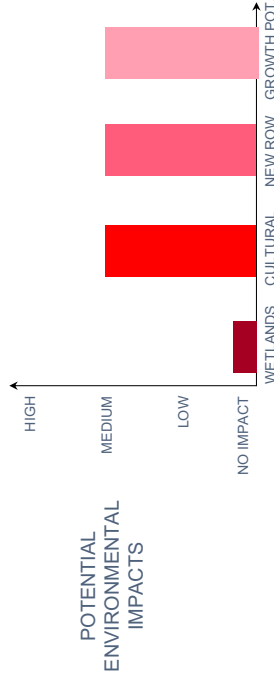
WIDENING AND NEW CONSTRUCTION OF 4 LANES

- GOAL**
- Improve connectivity from I-15 to Wall Avenue in Harrisville.

OTHER CONSIDERATIONS

- Provides Business Depot Ogden traffic improved access to I-15.
- New railroad crossing.

PRIORITY RISK 3 **High** **Length** 2 miles **Cost** \$122,000,000 **2040 Traffic Volume** 6,000



B7

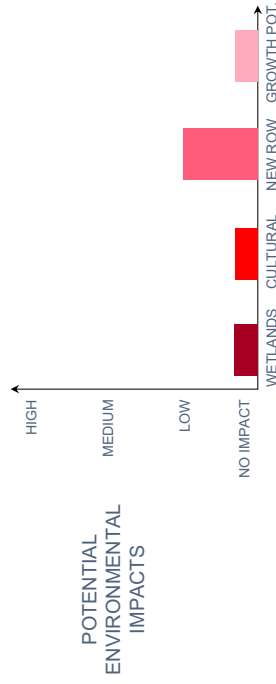
I-15 AND RIVERDALE ROAD INTERCHANGE, RIVERDALE

UPGRADE INTERCHANGE

- GOAL**
- Meet high travel demand from Riverdale Road to I-15.
 - Improve operation and efficiency of interchange.

- OTHER CONSIDERATIONS**
- Additional lanes and ramp meters.
 - Full movement interchange might be considered.

PRIORITY	1	LENGTH	N/A	2040
RISK	Low	COST	\$35,000,000	TRAFFIC VOLUME
				N/A



B5

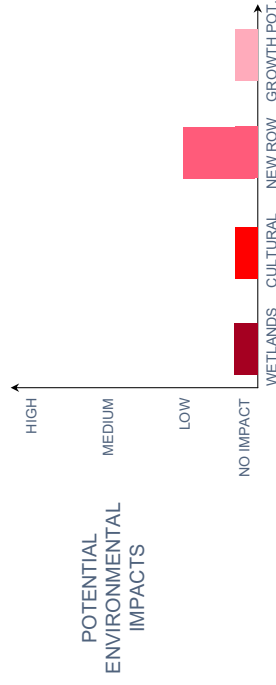
I-15 AND 650 NORTH, CLEARFIELD

UPGRADE INTERCHANGE

- GOAL**
- Improve operation of tight configuration between SR-126 and I-15.
 - Meet travel demand that is growing due to Hill AFB development.

- OTHER CONSIDERATIONS**
- This intersection requires major work or a possible reconstruction.
 - SR-126 intersection may need reconstruction.
 - Additional lanes and ramp meters.

PRIORITY	1	LENGTH	N/A	2040
RISK	Low	COST	\$34,000,000	TRAFFIC VOLUME
				N/A



B13

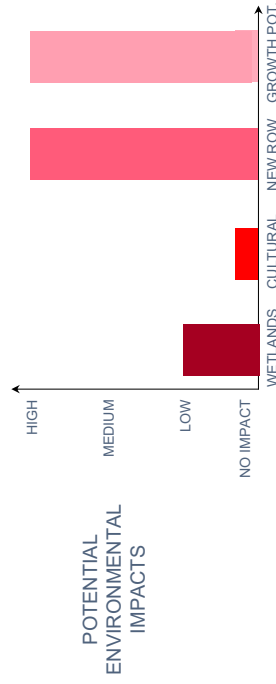
I-15 AND 1800 NORTH, SUNSET

NEW INTERCHANGE

- GOAL**
- Provide access to west communities west that does not conflict with Hill AFB traffic.
 - Relieve 5600 South and Clearfield 650 North Interchanges.
 - Address travel demand for growth in Clinton and Hooper areas.
 - Serves west side of Hill Air Force Base development.

OTHER CONSIDERATIONS

PRIORITY	1	LENGTH	N/A	2040
RISK	High	COST	\$155,000,000	TRAFFIC VOLUME
				N/A



B6

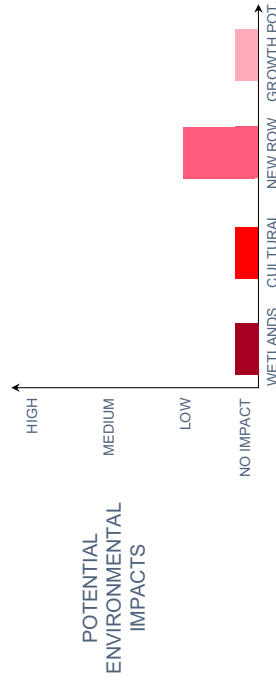
I-15 AND 5600 SOUTH, ROY

UPGRADE INTERCHANGE

- GOAL**
- Improve interchange's efficiency and operation.
 - Improve connection between east-west route and I-15.
 - Improve operation at tight configuration between SR-126 and I-15.

- OTHER CONSIDERATIONS**
- Full Riverdale Road interchange may relieve congestion on north bound off ramp.
 - Additional lanes and ramp meters.

PRIORITY	1	LENGTH	N/A	2040
RISK	Low	COST	\$34,000,000	TRAFFIC VOLUME
				N/A



B15 SR-89 AND GORDON AVENUE, LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

GOAL

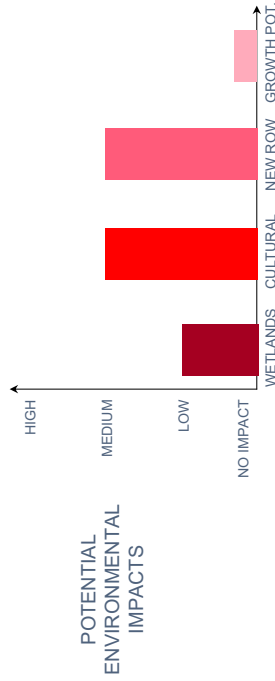
- Provide grade separated interchange to facilitate controlled access on SR-89.

- Provide new connector to SR-89 from east-west route.
- Reconstruction of SR-89 to higher capacity on either side of the interchange.

OTHER CONSIDERATIONS

- Potential high level of controversy since neighborhood will be impacted by the new Gordon Avenue alignment.

PRIORITY	2	LENGTH	0.9 miles	2040 TRAFFIC VOLUME	N/A
RISK	Medium	COST	\$198,000,000		



B16 SR-89 AND OAK HILLS DRIVE (SR-109), LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

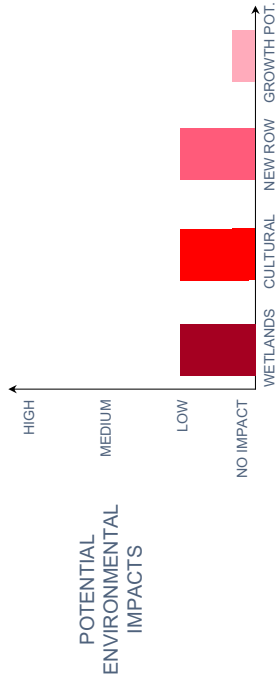
GOAL

- Upgrade existing intersection to a grade separated interchange.
- Facilitate conversion of SR-89 to a controlled-access freeway.
- Reconstruction of SR-89 to higher capacity on either side of the interchange.

OTHER CONSIDERATIONS

- Reconfigure SR-89 to include interchange.
- Consider possible frontage road network instead of SR-89 access.

PRIORITY	2	LENGTH	1.25 miles	2040 TRAFFIC VOLUME	N/A
RISK	Medium	COST	\$213,000,000		



B1 I-15 AND 200 NORTH, KAYSVILLE

UPGRADE INTERCHANGE

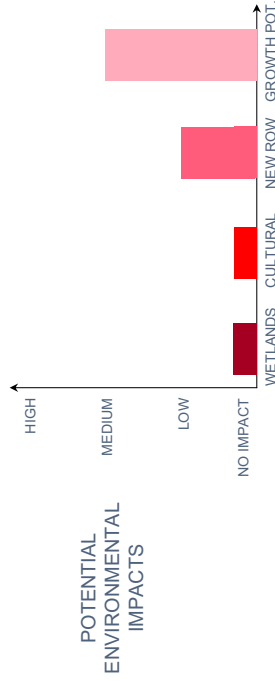
GOAL

- Improve interchange to improve efficiency and operation of Interchange.
- Improve connections from east-west route to I-15.

OTHER CONSIDERATIONS

- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	N/A	2040 TRAFFIC VOLUME	N/A
RISK	Low	COST	\$40,000,000		



B3 I-15 AND ANTELOPE DRIVE, LAYTON

UPGRADE INTERCHANGE

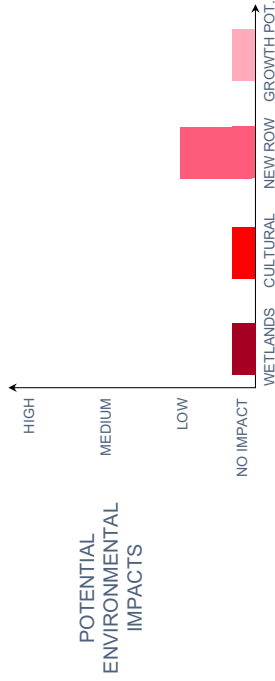
GOAL

- Improve interchange to improve efficiency and operation of interchange.
- Improve connections from east-west route to I-15.

OTHER CONSIDERATIONS

- Consider fly over overpass of I-15 between this interchange and Hill Field Road interchange to reduce demand.
- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	N/A	2040 TRAFFIC VOLUME	N/A
RISK	Low	COST	\$40,000,000		



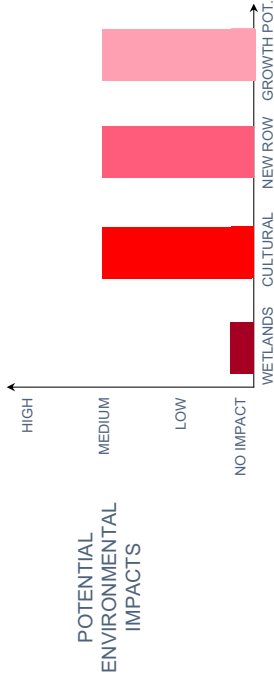
F11 I-15 AND 24TH STREET, OGDEN

UPGRADE INTERCHANGE

- GOAL**
- Upgrade existing interchange to a full direction interchange.
 - Improve I-15 connectivity to downtown Ogden.

- OTHER CONSIDERATIONS**
- Additional lanes and ramp meters.

PRIORITY	2	LENGTH	N/A	2040	
RISK	Medium	COST	\$160,000,000	TRAFFIC VOLUME	N/A



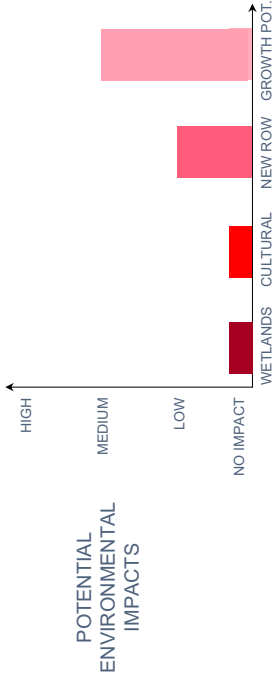
B12 I-15 AND 2700 NORTH, PLEASANT VIEW

UPGRADE INTERCHANGE

- GOAL**
- Address increasing travel demand as growth occurs along 2700 North and in Pleasant View area.
 - Improve operation and efficiency of interchange.

- OTHER CONSIDERATIONS**
- Could extend beyond I-15 to 1900 West.
 - Future improvements after I-15 NOW.
 - Additional lanes and ramp meters.

PRIORITY	3	LENGTH	N/A	2040	
RISK	Low	COST	\$67,000,000	TRAFFIC VOLUME	N/A



B17

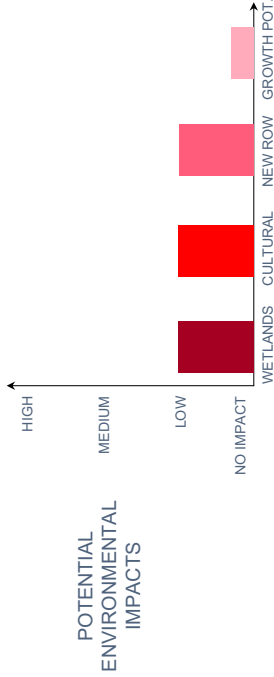
SR-89 AND 200 NORTH, FRUIT HEIGHTS

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

- GOAL**
- Upgrade existing intersection to a grade-separated interchange.
 - Facilitate conversion of SR-89 to a controlled-access freeway.
 - Reconstruction of SR-89 to higher capacity on either side of the interchange.

- OTHER CONSIDERATIONS**
- Reconfigure SR-89 to include interchange.
 - Consider possible frontage road network instead of SR-89 access.

PRIORITY	2	LENGTH	2.05 miles	2040	
RISK	Medium	COST	\$247,000,000	TRAFFIC VOLUME	N/A



B18

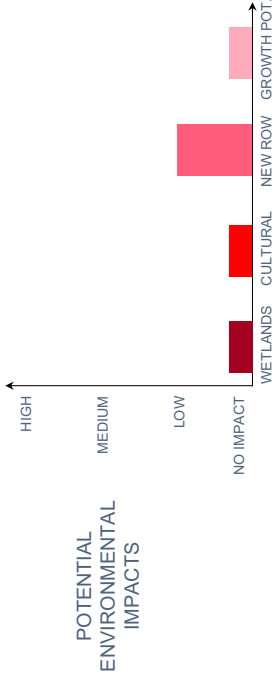
SR-89 AND I-84

UPGRADE INTERCHANGE PLUS SR-89 RECONSTRUCTION

- GOAL**
- Upgrade to a full system to system improve operation and efficiency of interchange.
 - Address growing travel demand from growth in Morgan County.

- OTHER CONSIDERATIONS**
- System to System interchange.
 - Two railroad crossings.
 - Frontage road network on north side.
 - Additional lanes and ramp meters.

PRIORITY	2	LENGTH	1.5 miles (SR-89)	2040	
RISK	Medium	COST	\$319,000,000	TRAFFIC VOLUME	N/A



F16 I-15 AND SHEPARD LANE, FARMINGTON

NEW INTERCHANGE

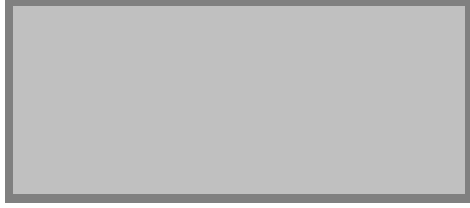
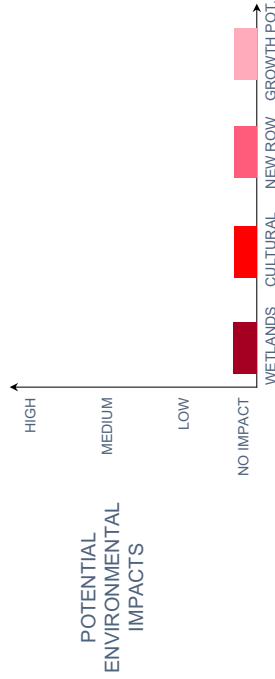
GOAL

- Add full interchange between 200 North Kaysville and Parish Lane (9 miles)
- Facilitates east west movement across I-15.

OTHER CONSIDERATIONS

- New Interchange with ramp meters.
- Possible reconsideration of priority as part of SR-67 Extension Environmental Impact Statement (EIS)

PRIORITY RISK 3 **Length** N/A **2040 Traffic Volume** N/A



B60 24TH ST. / HARRISON BLVD OGDEN COMMUTER RAIL STATION TO WSU

BUS RAPID TRANSIT TO UNIVERSITY

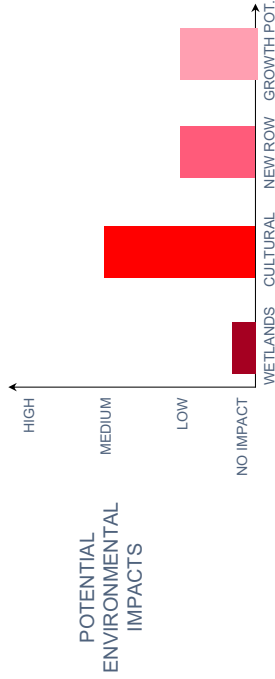
GOAL

- Provide a transit connection between downtown Ogden and WSU.
- Connect WSU to the FrontRunner station downtown.
- Likely demand for dedicated BRT lane.

OTHER CONSIDERATIONS

- East-West connection from Intermodal Station not yet determined.
- Extend past WSU to SR-89 and extend cost.
- Could be street car.

PRIORITY RISK 1 **Length** 6.5 miles **2040 Traffic Volume** \$112,000,000



B14 SR-89 AND ANTELOPE DRIVE, LAYTON

NEW INTERCHANGE PLUS SR-89 RECONSTRUCTION

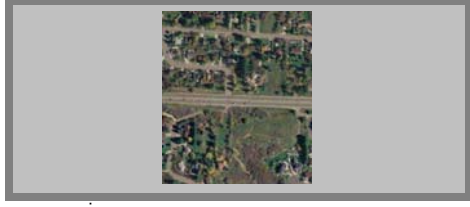
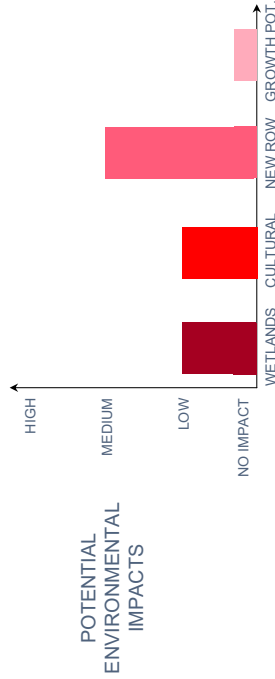
GOAL

- Provide grade separated interchange to facilitate controlled access on SR-89.
- Provide new connector to SR-89 from east-west route.
- Upgrade substandard roadway.
- Reconstruction of SR-89 to higher capacity on either side of interchange.

OTHER CONSIDERATIONS

- Potential high level of controversy since existing neighborhoods will be affected with new Antelope Drive alignment.
- Could be right-in/right-out only at initial project.

PRIORITY RISK 3 **Length** 2.25 miles **2040 Traffic Volume** N/A



B19 I-84 AND 5600 SOUTH, RIVERDALE

NEW INTERCHANGE

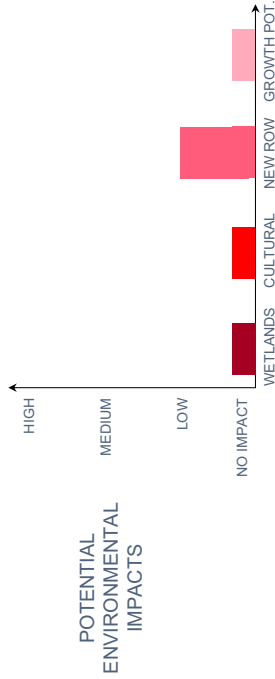
GOAL

- Provide new connection from Roy at I-15 to I-84.
- Relieve congestion on Riverdale Road.

OTHER CONSIDERATIONS

- Potential feasibility issue with new alignment.
- No connection east of I-84.
- Possible alternative is a System to System connection between I-84 and I-15.

PRIORITY RISK 3 **Length** N/A **2040 Traffic Volume** N/A



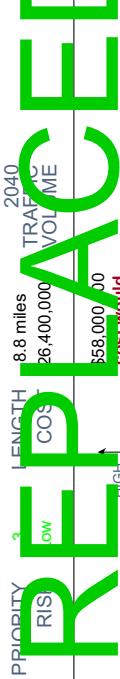
F1 WASHINGTON OGDEN COMMUTER RAIL TO PLEASANT VIEW COMMUTER

BUS RAPID TRANSIT

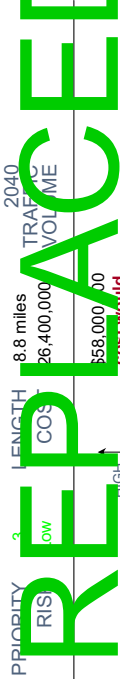
- GOAL

 - Provide high speed bus service between Ogden-area activity centers.
- OTHER CONSIDERATIONS

 - Consider alignments on Wall Avenue or Washington Boulevard.
 - Implement with shared traffic/BRT lanes.
 - Provide formal stations with 1/3 mile to 1/2 mile spacing.



POTENTIAL ENVIRONMENTAL IMPACTS



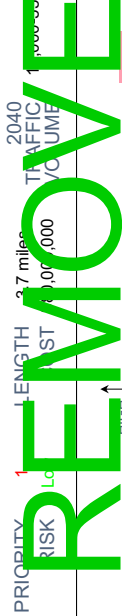
be about \$3M/mi

B35 SYRACUSE RD. 1000 WEST TO 2000 WEST

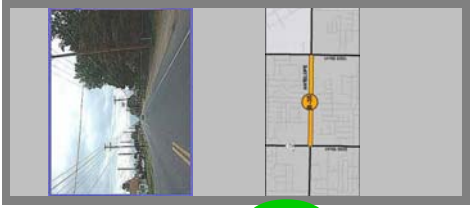
WIDENING TO 4 LANES

- GOAL

 - Congestion mitigation on existing route serves developing commercial area in Syracuse.
 - Provides added east-west mobility from 1000 West to 2000 West.
- OTHER CONSIDERATIONS



POTENTIAL ENVIRONMENTAL IMPACTS



F2 BAMBERGER LINE OGDEN COMMUTER RAIL STATION TO HILL/CLEARFIELD

BUS RAPID TRANSIT

- GOAL

 - Provide high speed bus service to Hill Air Force Base from Ogden.
 - Connect to Ogden and Clearfield FrontRunner stations.
- OTHER CONSIDERATIONS

 - Extend past Hill Air Force Base to Weber State University in Layton (transfer from commuter rail) or Clearfield where there is more parking availability.
 - Provide dedicated lanes or dedicated right-of-way.
 - Provide formal stations with limited stops.
 - Could be light rail train, dedicated bus-way or other BRT.
 - Possibly include bike lanes.



POTENTIAL ENVIRONMENTAL IMPACTS



F13 NORTH OGDEN TO ROY COMMUTER RAIL STATION

BUS RAPID TRANSIT

- GOAL

 - New BRT line.
 - Provides access to Ogden airport
 - Connects to Ogden and Clearfield FrontRunner stations.
 - Likely shared lane BRT; no dedicated lanes for BRT service
- OTHER CONSIDERATIONS

 - Signal priority with queue jump lanes at intersections.
 - Transit should not impact traffic flow on Riverdale Road.
 - May be divided into two projects (North Ogden and Roy).
 - Could be extended to Pleasant View Station



POTENTIAL ENVIRONMENTAL IMPACTS

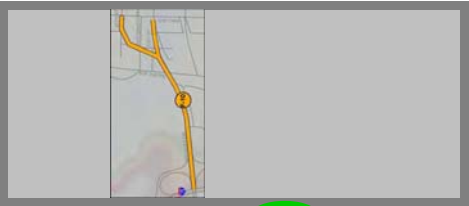




2040 and Build Out Population, Households and Employment for Study Area by WFRCA and as Reported by City (Adjusted)

Jurisdiction	Population			Households			Employment		
	2040	WFRCA TAZ	Adjusted City	2040	WFRCA TAZ	Adjusted City	2040	WFRCA TAZ	Adjusted City
Clearfield	31,526	32,529	40,898	11,660	14,055	24,042	22,208	24,982	24,982
Clinton	32,280	34,444	44,607	10,524	14,057	2,516	2,983	9,573	9,573
Farmington	23,310	26,531	30,271	7,995	9,647	9,519	10,128	38,662	38,662
Fruit Heights	10,090	11,685	13,274	4,150	4,040	13,499	14,447	8,664	8,664
Harrisville	9,627	8,000	12,763	2,942	3,942	459	323	1,546	1,546
Hill Air Force Base	13,456	10,739	16,392	4,851	5,171	3,913	3,730	7,118	7,118
Hooper	4,767	4,530	2,333	1,209	1,449	17,135	50,000	52,955	52,955
Kaysville	7,388	14,000	53,715	2,280	16,335	1,069	1,093	4,543	4,543
Layton	36,382	37,791	49,299	11,069	15,771	7,181	8,924	9,000	9,000
Marriott-Slaterville	90,459	97,552	108,841	33,335	33,861	27,847	30,520	89,338	89,338
North Ogden	8,495	5,030	6,521	2,731	2,026	4,409	3,425	8,360	8,360
Ogden	35,722	38,148	32,114	10,909	9,766	2,588	3,001	6,263	6,263
Pleasant View	9,231	108,276	157,770	30,864	41,752	89,662	95,000	109,402	109,402
Riverdale	8,458	30,000	39,655	2,572	9,375	12,475	1,297	1,297	1,297
Roy	7,670	11,368	20,196	2,617	3,582	9,575	29,313	43,021	43,021
South Ogden	10,361	9,674	9,588	4,166	2,861	9,575	10,132	35,670	35,670
South Weber	41,949	40,503	56,409	14,446	18,029	9,121	10,132	15,987	15,987
Sunset	23,320	22,278	8,863	9,223	8,027	5,009	7,540	8,500	8,500
Syracuse	10,935	13,359	16,978	3,551	5,158	598	850	6,388	6,388
Utah	5,013	2,003	6,141	2,060	1,886	1,606	1,683	3,036	3,036
Washington Terrace	32,217	37,424	41,966	10,129	13,442	5,559	8,377	43,344	43,344
West Haven	2,057	2,057	4,605	673	1,428	325	75	1,222	1,222
West Point	11,200	9,853	9,533	4,231	3,408	2,026	5,008	6,855	6,855
Weber County	25,302	30,833	20,406	7,944	6,562	9,722	10,723	21,303	21,303
Total	31,694	33,447	80,119	9,885	10,505	9,253	14,421	23,285	23,285
	27,191	30,000	33,679	8,481	10,520	2,629	2,149	35,368	35,368
	633,108	711,049	921,866	220,859	299,974	257,153	328,722	615,722	615,722

Feb-08



F10

HINKLEY DRIVE

I-15 TO WALL AVENUE

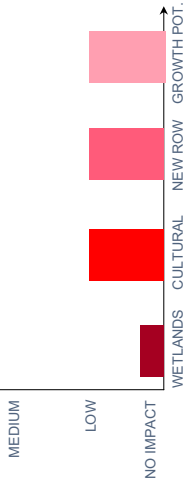
WIDENING TO 4 LANES

- GOAL
- Improve operation of Hinkley Drive.
 - Improve connection to Wall Avenue.

OTHER CONSIDERATIONS

PRIORITY 2
RISK LOW
REMOVED
2040 TRAFFIC VOLUME

POTENTIAL ENVIRONMENTAL IMPACTS



2005 and 2007 Population, Households and Employment for Study Area by WFRCA, US Census and Reported by City (Adjusted)

Jurisdiction	Population			Households			Employment		
	2005	2005	2007	2005	2007	2007	2005	2007	2007
Clearfield	WFRCA TAZ	Census City	WFRCA TAZ	WFRCA TAZ	Adjusted City	Adjusted City	WFRCA TAZ	Adjusted City	Adjusted City
Clinton	30,444	28,459	31,862	9,403	9,702	14,337	17,437	17,437	17,437
Farmington	18,374	17,236	19,945	23,721	5,994	5,600	2,802	1,560	1,560
Fruit Heights	16,624	14,432	15,734	18,406	4,325	4,901	6,968	6,277	6,277
Harrisville	4,669	4,571	4,554	4,870	1,473	1,567	4,714	5,389	5,389
Hooper	6,060	4,764	5,569	5,500	1,570	1,469	339	264	264
Hill Air Force Base	6,881	5,009	7,065	2,389	2,263	2,389	2,263	2,263	2,263
Kaysville	n/a	n/a	4,763	4,763	1,371	1,309	16,708	22,000	22,000
Layton	4,583	4,293	5,336	5,336	1,569	1,569	603	603	603
Marriott-Slaterville	25,251	23,984	23,984	61,419	21,706	19,234	28,044	19,849	19,849
North Ogden	65,018	61,794	62,829	1,828	567	567	1,229	1,548	1,548
Ogden	16,990	16,512	17,135	4,989	4,989	4,989	1,781	1,670	1,670
Pleasant View	80,449	78,348	80,891	81,569	31,456	30,870	62,516	61,697	61,697
Riverdale	4,281	4,310	4,461	1,263	1,263	549	549	549	549
Roy	5,588	6,137	6,575	6,802	2,062	2,169	898	898	898
South Ogden	8,320	7,916	8,448	8,285	3,197	3,059	5,939	6,439	6,439
South Weber	36,308	35,148	36,063	11,766	11,766	7,369	7,369	7,369	7,369
Sunset	13,918	15,160	14,956	14,956	5,542	5,542	5,712	5,712	5,712
Syracuse	7,142	5,993	7,481	7,253	2,161	1,775	492	492	492
Utah	5,402	4,947	4,908	4,908	1,802	2,107	1,500	1,500	1,500
Washington Terrace	20,123	17,985	18,904	18,904	5,172	5,172	2,465	3,045	3,045
West Haven	1,281	1,223	1,287	1,287	399	500	193	60	60
West Point	6,658	8,333	6,828	7,926	2,431	2,994	3,683	3,612	3,612
Weber County	7,762	5,545	8,581	10,181	2,548	3,401	4,553	4,936	4,936
Total	10,041	7,650	10,415	10,415	3,011	3,011	588	588	588
	4,225	15,882	8,853	4,680	2,770	1,317	1,563	766	766
	407,764	394,412	414,933	423,579	137,725	134,865	184,994	182,993	182,993

Draft January 2008

Davis Weber East-West Transportation Study
Travel Desire Patterns



2007 Travel patterns for all trips originating in the East Davis travel district



2040 Travel patterns for all trips originating in the East Davis travel district



2007 Travel patterns for all trips originating in the East Weber travel district



2040 Travel patterns for all trips originating in the East Weber travel district



2007 Travel patterns for all trips originating in the West Davis travel district



2040 Travel patterns for all trips originating in the West Davis travel district



2007 Travel patterns for all trips originating in the West Weber travel district



2040 Travel patterns for all trips originating in the West Weber travel district

DAVIS WEBER EAST-WEST STUDY PREVIOUS STUDIES; PURPOSE AND RECOMMENDATIONS

- US-89 I-15/Farmington to Harrison Blvd/South Ogden Davis and Weber Counties, Utah Final Environmental Impact Statement (1996)

Study Purpose: This study addressed the need to serve the north-south travel demands for the communities in the study corridor.

Study Recommendation: The Preferred Alternative included a phasing plan for the study corridor that included both roadway and transit improvements.

- 200/700 South Corridor Preservation Study (October 2000)

Study Purpose: This study addressed the need for a new east-west corridor in northwest Davis County to serve the travel demands of Clearfield, Syracuse, and West Point areas from I-15 to 4500 West on 200 South and 700 South.

Study Recommendation: Preferred Alternative identified for the 200/700 South Corridor extends along 700 South from I-15 to the Freeport Center where it turns northwest to 200 South. At 200 South the alignment turns west and continues to approximately 3200 West (250 meters [820 feet] beyond 3000 West) where it turns southwest to 700 South. The Preferred Alternative turns west again once it reaches 700 South and continues to 4500 West.

- North Legacy Transportation Corridor Study (August 2001)

Study Purpose: This study was conducted to identify a transportation corridor in northwest Davis County and western Weber County.

Study Recommendation: North Legacy Transportation Corridor (NLTC) identified as approximately 23 miles from the northern end of the Legacy Parkway in Farmington, Davis County, to 12th Street (immediately east of 5100 West) in Weber County. In Davis County, the 328 foot wide NLTC alignment generally follows the Bluff paralleling the Great Salt Lake shoreline. The Bluff is a geographical feature, which has historically been the preferred location for a new transportation corridor, and which generally defines the western limits of developable land in northern Davis County. The NLTC logically terminates in Farmington, adjacent to I-15, near the Legacy Parkway. The NLTC passes through the communities of Farmington, Kayville, Layton, Syracuse, West Point and unincorporated Davis County.

In Weber County, the NLTC narrows to 220 feet and is located immediately east of 5100 West. It passes through the communities of Hooper, West Haven and

unincorporated Weber County. The NLTC northern limit of 12th Street is a “planning” boundary only.

- **Inter-Regional Corridor Alternatives Analysis (January 2002)**

Study Purpose: This study identified the goal to develop a long-term multimodal transportation strategy to address inter-regional travel demand. Phase 1 of the study involved a review of eight candidate transit technologies, an inventory of potential transportation alignment options and the development of screening of single mode alternatives. Phase 2 included an evaluation of various transportation alternatives that were combined into multimodal packages with the goal of examining how the different packages would perform as an integrated transportation system. Phase 3 was a detailed evaluation and selection of a locally preferred alternative.

Study Recommendation: A Locally Preferred Alternative (LPA) and a phasing plan for the study corridor was recommended that included both roadway and transit improvements. Commuter rail from Salt Lake City to Weber County has independent utility and local termini and is the Build Alternative that is analyzed in the environmental impact statement.

- **SR-79; Hinckley Drive Extension to SR-108, Ogden Environmental Assessment (March 2002)**

Study Purpose: This study proposed an extension of Hinckley Drive (SR-79) from 1900 West (SR-126) to Midland Drive (SR-108) in Weber County.

Study Recommendation: Preferred Alternative Identified for Hinckley Drive Extension. The Preferred Alternative included the following:

- Extension of Hinckley Drive from 1900 West to Midland Drive
- Realignment of Midland Drive
- Creation of a new stop-controlled intersection for Midland Drive
- Creation of a new access road for Midland Drive and 3600 South
- Two new bridges to span the Union Pacific Railroad and the old Denver and Rio Grande railroad tracks

- **West Central Weber County General Plan (September 2003)**

Study Purpose: Review of land use and transportation plans for west central Weber County.

Study Recommendation: Preferred Future Land Uses for West Central Weber County.

2

- **Ogden/Weber State Transit Corridor Study (2005)**

Study Purpose: The purpose of this study was to explore a transit corridor from downtown Ogden to Weber State University.

Study Recommendation: The recommendations are summarized as:

- A 4.5 mile transit corridor and alignment with a minim of 3.4 of dedicated lanes
- Six (6) high quality stations
- Modern rail based streetcars as a recommended transit technology and high quality bus rapid transit (BRT) as an alternative

- **North Weber County Corridor Preservation Study (December 2005)**

Study Purpose: This study evaluated current access management standards and created new ones for SR-134, SR-126, SR-204, SR-235, and US-89.

Study Recommendations: To preserve the travel time and carrying capacity of SR-134 and along SR-126, SR-204, SR-235, and US-89, the Preferred Alternative identified signal locations, public street access and recommended locations for ingress and egress to private property.

- **Weber County to Salt Lake City Commuter Rail Project Environmental Impact Statement (February 2005); Record of Decision (April 2005)**

Study Purpose: This study was to identify a Preferred Alternative for commuter rail between Salt Lake and Weber County.

Study Recommendation: The Preferred Alternative consists of a 44-mile segment between Salt Lake City in Salt Lake County and Pleasant View in Weber County, Utah. The project parallels an existing Union Pacific Railroad and would construct eight new stations. Stations will have park and ride lots with approximately 6,300 spaces and be served by feeder buses. The North Temple Station is a deferred station to be constructed in the future when the planned TRAX extension would be constructed to serve the Salt Lake International Airport.

- **I-15 Corridor Plan – Kaysville to Ogden (September 2005; Revised November 2005)**

Study Purpose: The purpose of this project is to develop, evaluate, and recommend transportation improvements in the 13-mile long I-15 Corridor between 200 North in Kaysville and 31st Street in Ogden and from the Great Salt Lake on the west to US-89 on the east.

Study Recommendation: The Recommend Alternative was the Blended Alternative which includes mainly capacity improvement projects.

3

- **Weber State University Master Transportation Plan (September 2006)**

Study Purpose: This study provided Weber State University a transportation plan for the Ogden campus and Davis campus in Layton. It addressed existing and future transportation needs.

Study Recommendation: Proposes a master transportation plan for Weber State University that addresses campus growth over a twenty-plus period to 2030.

- **West Point City Transportation Master Plan (June 2007)**

Study Purpose: This study performed an update to the transportation master plan and provided project list by phase in preparation for an impact fee analysis.

Study Recommendation: Sets forth a master transportation plan for West Point City.

- **SR-26 Riverdale Road from 1900 West to Washington Boulevard Environmental Impact Statement (January 2007); Record of Decision (April 2007)**

Study Purpose: The purpose of this project is to undertake engineering and environmental studies to determine what should be done to improve the traffic flow along Riverdale Road without creating unnecessary impacts to the community and the environment.

Study Recommendations: The Preferred Alternative as follows:

- New travel lanes between I-15 and Wall Avenue/40th Street (in each direction); Wall Avenue/40th Street to Chimes View Drive (in the westbound direction only); and 36th Street and Washington Boulevard (in each direction)
- New dedicated turn lanes at intersections along the corridor
- Modifications to existing traffic signals to accommodate new turn lanes
- Reconstruction of the I-84 bridge and interchange ramps
- Reconstruction of the I-15/Riverdale Road bridge and ramps to accommodate the possible widening of I-15 and to address bridge deficiencies

- **Syracuse Road, 1000 West to 2000 West Syracuse, Davis County, Utah Environmental Impact Statement (June 2006); Record of Decision (February 2007)**

Study Purpose: The study was conducted by Utah Department of Transportation to evaluate transportation needs between 1000 West and 2000 West in Syracuse City.

4

Study Recommendation: Preferred Alternative is to widen Syracuse Road from 2000 West to 1000 West to a five-lane cross section with shoulders, curb and gutter, park strip, and sidewalk within a 110-ft right-of-way.

5

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 13, 2007

City/County: West Point

City/County Representatives: John Anderson – City Planner

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

InterPlan recently completed a Master Transportation Plan for the City which included the city's zoning and land use maps.

Notes on Meeting:

In meeting with West Point City Thomas explained the background of the Davis Weber East West Transportation Study. InterPlan prepared the numbers that were used earlier this year to complete the West Point City Master Transportation Plan. The discussion revolved around the difference between 2030 and 2040 build out projections. The 2007 number seemed about right for the city, but the 2040 numbers were hard to quantify. There was a discussion of city's build out number was about 35,000 people. For the recently completed transportation plan the 2030 population number used was 25,000

people. A 2040 build out population of 35,000 will be used with most of the difference going into TAZ 201 the western TAZ. West Point plans to annex all of the land between the current city boundary and the lake and plans on the same density housing to exist in that vacant land.

Jobs discussion focused on future commercial land. Right now there are few employers in West Point City. John liked the numbers that were used in the transportation plan and will stick with those projections.

The biggest transportation problem for the city is the increasing east-west flow through the city and to and from I-15. The city is not planning any major improvements to 300 North and is focused on 200 South and 1800 North improvements. 200 South is their top priority that planned road only impacts 3 property owners in West Point City and would connect US-89 to North Legacy. They would like to see and EIS begin very soon.

InterPlan Location of Materials

A copy of the West Point City Master Transportation Plan is included in this folder which has all city maps. It also includes 2030 socio-economic information. The 2040 socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 11, 2007

City/County: West Haven, Utah

City/County Representatives: Steve Anderson and Councilmember Ronald W. Schultz

InterPlan Attendees: Vern Keeslar and Helen Peters

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received:

West Haven City Capital Facilities Plan and Impact Fee Analysis
West Haven City General Plan (major changes are expected in January 2008)
West Haven Street Plan

Notes on Meeting:

Mr. Anderson and Councilmember Schultz reviewed the map that InterPlan provided that divided West Haven into TAZs. Within each TAZ, the map provided the estimated population, number of housing units and employment for both 2007 and 2040. After a general review of the map, we examined each TAZ individually and discussed the existing and future growth. Overall, it should be noted that West Haven is primarily residential, but it is growing rapidly.

The following is a summary of that conversation:

TAZ 49:
Plan on 1.75 units per acre gross

TAZ 50
The 2007 existing and 2040 projects are accurate.

TAZ 51/52

Located at I-15 at 21st Street, this area is primarily mixed use that includes a Flying J fueling station and several hotels. There are plans to develop retail with condos above the first floor, but a building permit has not been issued.

TAZ 60

The plan is for this area to be residential.

TAZ 61

The 2007 existing and 2040 projects are accurate. The residential plan is for 4 units per acre.

TAZ 109

The city is planning on annexing property in this area. Currently, there are 4 developments in process in this area that are about 1.75 units per acre gross.

TAZ 110

This area is planned for high density with town homes as well as apartments that are planned at 12 to 15 units per acre.

TAZ 128

Within this TAZ, a Wal-Mart will be developed along with other retail; there is the possibility of a movie theatre complex. Mr. Anderson indicated that the residential density will be 12 units per acre.

Follow-up?

In January 2008, we will need to obtain the updated General Plan Map. Mr. Anderson asked us to update the TAZ map for West Haven and provide him with a copy.

Mr. Anderson will provide us with a density map he has developed for the West Haven Planning Commission.

InterPlan Location of Materials?

Go to:
Project Folder, Cities Meetings & Plans, West Haven City

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 13, 2007

City/County: Weber County

City/County Representatives: Curtis Christensen – County Engineer
Jim Gentry – County Planner

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

The County provided a large copy of their zoning map and a small copy of the transportation plan map. The transportation plan map is located in this folder.

Notes on Meeting:

Thomas gave the background of this study and explained what we were looking for from today's meeting. He introduced the TAZ map and the county officials began discussing the area around the Uintah bench. The county felt that the numbers in that TAZ needed to be adjusted. We talked through several TAZs that had pockets of unincorporated county in them including zones 15, 62, 63, and 146. Then the discussion moved onto Western Weber County. In the western area the county mentioned that they felt that they need to plan for more growth than initially anticipated and the 2040 population number that should be planned for is 30,000 people in about 10,000 homes. Those numbers are rough

estimates, and there are 7 TAZs on the west side. The county officials would like the population increase to be distributed proportionally throughout the seven TAZs. As far as employment on the west side there is a planned node around 5100 West and 12th street. They would like a small increase to jobs in the TAZs surround that area.

There are several transportation problem areas around the county. The county officials mentioned the following areas:

- 3500 West in Roy
- Riverdale Road
- North Legacy is needed
- 5600 South through Roy
- 2550 South
- 1900 West and Midland Drive
- 2700 North in Farr West
- Ogden Canyon is a problem
- 2400 South East of I-15

The county officials mentioned the following top transportation priorities:

- Widen 3500 West South of 12th Street
- Riverdale Improvements
- Widen 5600 South

InterPlan Location of Materials

The County provided a large copy of their zoning map and a small copy of the transportation plan map. The transportation plan map is located in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 5, 2007

City/County: Washington Terrace

City/County Representatives: Mark Christensen – City Manager
Bill Morris - Planner

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current General Plan Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

City has no transportation plan. Plans also available at www.jonescivil.com

Notes on Meeting:

The map showing the existing and 2040 number for the city was presented and Mark started working through TAZs to make appropriate changes. Mark talked about the city annexing a large portion of land on the south east side, al the way over to the South Ogden junior high school. He mentioned that with the undeveloped annexation and the part that is still undeveloped in the southern TAZ, that only about 2/3 of the city is build out so far. The city officials felt that full build out would come around the year 2030 with a final population of about 13,000 with about 2.4 people per household.

Washington Terrace currently does not have a transportation master plan. The transportation issue for the city is the toll road. The privately owned Adams Avenue Parkway connects to the city owned 500 East. It is a four-lane facility that extends south, crosses the railroad an offers full access to I-84. The road is owned by Doug Stevens and the toll is currently \$1.00. It is the only toll road in the state of Utah. The \$1.00 toll is a great deterrent for people to use the road. The city manager told us that people are taking Riverdale Road to get access to I-84.

InterPlan Location of Materials

The city's land use and zoning plans are in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: 12/20/07

City/County: Uintah City

City/County Representatives: Craig Kendal

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Have your city/county boundaries changed from what is indicated on the map?

Yes, Indicated on the map

Notes on Meeting:

The TAZ zone in this city is 173. The current and projected residents were correct. Changes were made for current households to 500 from 399. The projected households should be 800. The new projected employment for the city is 60 for current jobs. In the future the employment will be 75. There is a new development of 44 homes to be constructed in the near future on the south west part of town. There is a few jobs located in TAZ zone 172. The current employment in this city boundary is 50 employees. The future employment should be about 100. There is a hotel that is going to be constructed off of Hwy 89.

What are the priority transportation projects?

The major transportation problem for Uintah is on Hwy 89. They would like to have the traffic signal moved from approximately 6500 South to approximately 6658 South on US-89 which is directly south and closer to I-84. Cars wishing to access Hwy 89 are blocked by fast moving cars on Hwy 89. Typically there is a backup during pm peak time period, making it very challenging for people to turn left or right on to Hwy 89. Mayor Craig Kendall indicated willingness by Uintah City to access management such as closing 6500 South in order to facilitate the placement of a traffic signal at 6658 South.

Follow-up?

InterPlan Location of Materials?

The materials are located in this folder.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: Friday, November 30, 2007

City/County: Syracuse

City/County Representatives: Rodger Worthen, City Administrator

InterPlan Attendees: Vern Keeslar and Helen Peters

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received? Yes.

Have your city/county boundaries changed from what is indicated on the map? Yes, refer to areas with diagonal lines at the south end of the city and at the north and west boundaries as well.

Notes on Meeting:

The average household size for Syracuse is 3.9 individuals.

TAZ 236

A large portion of this TAZ is the shorelands of the Great Salt Lake and is zoned open space/recreational. The next largest land use is agricultural and then residential. The numbers for 2007 and 2040 are accurate.

TAZ 245

This TAZ is mainly residential and commercial. The employment number for 2040 should be 500; all other numbers are correct.

TAZ 238

Numbers are correct.

TAZ 229

This TAZ has mainly residential land use with the exception of Antelope Drive. Employment figures should be 2007: 1,200 and 2040: 2,000

TAZ 225

Current TAZ 225 main land use is agriculture, but will be come a part of a mixed use master plan development that is a cooperative effort between the cities of West Point, Clinton and Syracuse. It is currently zoned commercial. The 2007 current population and employment numbers are correct. In 2040 the population should be 1,200 and jobs 2,000.

TAZ 224

Current TAZ 224 main land use is agriculture, but will be come a part of a mixed use master plan development that is a cooperative effort between the cities of West Point, Clinton and Syracuse. The 2007 numbers and 2040 are correct with the exception of jobs in 2040 will be 1,500.

TAZ 223

Land use in this TAZ is mainly agricultural and will become a part of the mixed use master plan development that is a cooperative effort between the cities of West Point, Clinton and Syracuse. The numbers are correct with the exception of jobs in 2040 will be 300.

TAZ 201

The numbers in this TAZ are correct.

TAZ 237

This area is fairly built out as a residential land use. The 2007 population is low at 6,781 and should be 7,700 with growth in 2040 at 10,000. The employment number is correct. The two vacant parcels on the north end of this TAZ will be developed commercially. The other vacant parcels in this TAZ will be developed residential.

TAZ 228

This parcel has currently two types of land uses: agricultural and residential. The 2007 numbers are correct with the exception of the jobs which should be 800. The 2040 population should be 6,000 and jobs should be 1,276.

Transportation Issues in Syracuse:

- 200 South/700 South as it connects with Legacy Parkway
- Antelope – Between SR-108 and 200 South will be widened to help relieve congestion. It is commonly called locally as the 31M mile.
- Syracuse City has asked UDOT to complete a study for a new light at 2500 West Antelope Drive.
- The "jelly bean" roundabout where six streets intersect at Bluff Street and 200 West should be more of a circle roundabout.
- Roundabout is needed at 100 West and 2700 South

- Extension of Bluff Road – Syracuse has entered into an Inter-local Agreement with Layton on the 200/700 Connection to I-15.

What are the priority transportation projects?

- 200 South/700 South as it connects with Legacy Parkway
- Extension of Bluff Road – Syracuse has entered into an Inter-local Agreement with Layton on the 200/700 Connection to I-15

Follow-up?

None needed.

InterPlan Location of Materials?

Hard copies of maps and materials collected from Syracuse City are with Camille. All electronic material is in the Project folder.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: 12/18/07

City/County: Sunset City

City/County Representatives:

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

General Plan

Have your city/county boundaries changed from what is indicated on the map?

No

Notes on Meeting:

The main road in Sunset is 1800. Most of the houses in the city are zoned for R-1-5, single family homes. There are a few multi family homes in the city.

TAZ 205

The current employment has been changed to 1000 employees. The 2040 expected employees has also been changed to 1100.

TAZ 214

The current employment has been changed to 500 instead of 772. There is not much growth expected in both of these TAZ zones. Sunset is landlocked. There is some expected growth on the east side of the Interstate. Speak to HAFB about the growth.

What are the priority transportation projects?

1800 N is hard to cross during AM and PM peak periods. There is an overpass expected to be built over the RR track, in the next few years. Some issues that Sunset faces are

traffic congestion when nearby cities do road construction in a nearby city. Neighboring communities will start to use some of Sunsets roads to get to the freeway.

Follow-up?

InterPlan Location of Materials?

In this project folder.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: 12/6/07

City/County: South Weber

City/County Representatives: Barry Burton

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Have your city/county boundaries changed from what is indicated on the map?

Notes on Meeting:

The population for South Weber at the present time is 6,300. South Weber is expected to be built out by 2040, and have 13,350 people. The average House hold size for the South Weber City is 3.76.

TAZ 208

There are some expected growth, mostly single family homes. The employment in 2040 should be changed from 20 to 140.

TAZ 209

South Weber is expecting to have some higher density town homes in this area. The expected population was changed from 3990 to 4500. There is not an enormous amount of growth to be expected in this area because of the gravel pits that are located here. The projected employment in this area has been changed to 250 from 137.

TAZ 207

This is the TAZ that is expecting the most growth. The house hold units with reflect this change with the 3.76 persons per household. The employment for this area is expected to increase in 2040 from 261 to 400. Is expected to increase with mostly single family dwellings. The 2040 number was changed form 3289 to 6500 in population. The housing units reflect that number.

What are the priority transportation projects?

South Weber is planning a few minor collectors between South Weber drive and the canal. The North Side of S. Weber drive and I-15. Hwy 89 is getting congested due to the construction on I-15.

Follow-up?**InterPlan Location of Materials?**

General Plan is in the Folder.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: November 20,2007

City/County: South Ogden

City/County Representatives: Scott Darrington 622-2702
Spoke to Ken Jones

InterPlan Attendees: Vern Keeslar, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

Current Zoning Map
Current General Plan Map

Notes on Meeting:

South Ogden has just created a new General plan and many of the projection numbers are located in the plan. By 2040 South Ogden is expecting the city to be built out. In TAZ 148 there is a ravine and is mostly built out. In TAZ 171 there is just spot infill left to develop. TAZ 138,137 are correct with the expecting numbers. In this area they plan to create more commercial buildings on 89. TAZ 136 employment should go up in 2040 not down. The future employment was changed to 2,200. In TAZ 145 the only employment would be in the school. In 2040 the population would only grow to about 400 people because this area is built out already. In TAZ 147 the school will be taken out and replaced with housing. The employment for the TAZ will not exceed 200 people. In TAZ 163 there will be more employment in the near future. The numbers in this TAZ should be closer to 3,000 for the year 2040, rather than 1,072. The population in TAZ 163 is going to go up to 4,400 by the year 2040. In TAZ 172 there is going to be development of an elderly apt which will be 120 unit apartment project, bank, office

building will also be in this area. The projected population and employment for this area looks correct.

What are the priority transportation projects

The intersection at 89 and Harrison Blvd. is operating at a level C. This intersection is not on the 20 year plan.

If more people traveled on the toll road it may help relieve some of the traffic problems. Many people tend to not use the road because it costs money to use. WFRM is planning on widening 40th although, it is only a problem during peak times. Relieving traffic could be accomplished by: putting in a right turn lane, and improving signal coordination.

InterPlan Location of Materials

The city's land use and zoning plans are in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: Friday, November 30, 2007

City/County: Roy

City/County Representatives: Mike E. Larson, City Planner

InterPlan Attendees: Vern Keeslar and Helen Peters

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?**Have your city/county boundaries changed from what is indicated on the map? Yes.**

At the southwest boundary of Roy, property has been annexed in order to "square up the boundary." Additionally, on the west boundary of Roy was an annexation of property from West Haven City as indicated on the map.

Notes on Meeting:

Note: Roy's Average Household Size is 2.9 individuals.

Mark indicated that Roy City is close to build out. The current population is 38,000 and at build out it will be 42,000.

TAZ 167

This TAZ is mainly residential with some commercial to be developed on the south end. More residential will be developed representing about 100 homes and high density housing. The numbers changed as follows:

	Population	Jobs
2007	2,869	53
2040	3,200	300

TAZ 153

This TAZ is mainly residential and some area in this TAZ are in Weber County. The largest section of land undeveloped will be developed in the future as residential. The population numbers changed as follows:

	Population
2007	10,576
2040	11,500

TAZ 154

Along 2700 West is a manufacturing zone. The numbers for this TAZ are correct.

TAZ 168

The numbers for this TAZ are correct.

TAZ 169

This TAZ is built out. The numbers for this TAZ are correct.

TAZ 160

The numbers for this TAZ are correct.

TAZ 155

The employment number for 2040 should be 1,100

TAZ 132

The employment number for 2040 should be 1,000.

TAZ 131

The numbers for this TAZ are correct.

TAZ 130

The numbers for this TAZ are correct.

TAZ 110

The numbers for this TAZ are correct except for 2040 jobs should be 50. The part of TAZ 110 in West Haven is slated for high density development.

TAZ 129

TAZ 129 has three parcels that will be annexed into Roy from West Haven and will most likely be developed as commercial. The 2007 numbers are correct, but the population and employment number for 2040 should be as follows:

Population 2040 – 3,000
Employment – 500

Status of Major East/West Roads in Roy City:

4800 South – just widened, but remains busy

5600 South – widened eight years ago; only connector to I-15 if traveling north
4000 South

6000 South – runs along Weber County line

SR-108 – An Environmental Impact Statement is currently being completed for the reconstruction of SR-108 between SR-127 Antelope Drive and SR-126 (1900 West) in West Haven; a distance of about 9.5 miles

Hinckley Drive Extension – The plan is for expansion of Hinckley Drive (S.R. 79) westward from 1900 West (S.R. 126) to Midland Drive (S.R. 108). The project would include a new signalized intersection at Midland Drive and 3600 South in West Haven.

Transportation Issues:

A railroad crossing over 4000 West is needed.

Midland Drive is busy and is being widened; that will help with congestion.

Travel Patterns:

The travel patterns of the citizens of Roy show that 25% go towards Clearfield to Hill Air Force Base and 75% go elsewhere.

Engineering Firm:

The engineering firm of record is Wasatch Civil; contact Mark Miller

What are the priority transportation projects?

Other than the two UDOT projects, SR-108 and Hinckley Drive Extension, Roy City is planning on working to maintain their street infrastructure.

Follow-up?

None.

InterPlan Location of Materials?

Report is in the Project Folder under City Meetings and Maps. The Roy City General Plan is with Camille.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: Monday, November 19, 2007

City/County: Riverdale City

City/County Representatives: Randy Daily, Community Development Director
G. Lynn Moulding, Public Works Director

InterPlan Attendees: Vern Keeslar
Helen Peters

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received? Yes

Have your city/county boundaries changed from what is indicated on the map? Yes

Notes on Meeting:

Randy indicated that Riverdale City is close to build out. There have been several areas where the City has annexed property that has resulted in boundary changes. At the north boundary, property has been annexed from Ogden (see map for new boundary indicated in pencil). On the west City boundary, it has been changed so that is more of a straight line to the southern boundary (see map for new boundary indicated in pencil). In TAZ 144 at the east end a boundary change has occurred (see map for new boundary indicated in pencil).

Analysis of individual TAZs:

Note: Randy indicated the Riverdale City average persons per household is 2.77.

TAZ 133 – The size of this area is approximately 100 acres; 50 acres is owned by America First Credit Union. The area will be developed primarily as hotel and office

space and a power substation will be installed. No residential or commercial development is planned for this area. Overall, the population, dwelling units and job numbers are considered realistic.

TAZ 161 – This TAZ includes a golf course. Hill Air Force Base is part of this TAZ. Population 2007 – 1,862 and 2040 – 2,500; Employment numbers are realistic as commercial development will only occur on the east side of the overpass.

Vacant land is part of Air Installation Compatible Use Zone (AICUZ) which is part of the flight path for Hill Air Force Base. The State of Utah has purchased easements on the land.

TAZ 156 – The Riverdale Mobile Home Estate comprises most of this TAZ that is owned and managed by American Residential Communities (ARC). There are 19 acres of vacant land controlled by a development company. There is lots of commercial development planned for this TAZ. Numbers should be: Employment – 2007: 1,996 and 2040 2,300; Population is accurate for both 2007 and 2040; households: 242 for both 2007 and 2040.

TAZ 144 – 90 acres of mixed use that is basically housing and light commercial; 25 acres have been donated for trails. Numbers should be as follows: Employment and household data is accurate; population should be 2007: 1,152 and in 2040 1,600.

TAZ 134 – New property will be zoned residential. Population and job numbers should be: Population – 2007 4,961 and in 2040 5,050; jobs – 2007 1,644 and in 2040 1,800. Household units should be figured on an average of 2.77 average persons per household.

General Information:

It should be noted that SR-168 is closed from the five point intersection to Hill Air Force Base

SR-60 is turning into a collection because of development pressures in South Weber.

The Steven's Toll road is not supported by the local community. If the Steven's Toll Road did not have a toll, it would relieve congestion on Riverdale Road and US-89.

Engineer: on contract with CEC contact: Scott Nelson

Working Group Representative:

Shawn Douglas, Assistant Public Works Director (801)394-5541 ext. 1217

What are the priority transportation projects?

- Riverdale Road completed;
- 5600 Connection to I-84; and,

- widening of 4400 South collector

Follow-up? Check on whether 5600 South connection to I-84 is on WFRC RTP 2030

InterPlan Location of Materials? In City Meetings and Maps folder in Project Folder.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 5, 2007

City/County: Plain City

City/County Representatives: Jay Jenkins – Mayor
Mitch Wilson - Public Works Director
Bard Jensen - City Engineer

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

City has no transportation plan. The city said that they would get us copies of their general plan, zoning plan, and annexation plan by the end of the week.

Notes on Meeting:

Plain City is located almost entirely in a single TAZ (2). The map showing the existing and 2040 number for the city was presented there was some discussion about each number is TAZ 2. The 2007 number seemed about right for the city, but the 2040 numbers were hard to quantify. There was a discussion of the build out numbers 28,000-32,000 was mentioned as well as 38,000. It was agreed upon that 8,500 was a 10-year population number. 30,000 might be the best 2040 population to use for Plain City. The city recently annexed a large portion of land on their west side. This land is in TAZ 1 and was taken into account when build out population was discussed.

Jobs discussion focused on future commercial land. Right now there are few employers in Plain City, Fremont High School is the largest. Plain City is not planning for any commercial zoning in their city in the future. So the 2040 number of jobs is projected to remain the same as 2007. There might be some increase in jobs after the North Legacy Corridor is completed, but none is planned now.

InterPlan Location of Materials

Plain City provided us with their land use plan. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: Thursday, November 15, 2007

City/County: Pleasant View

City/County Representatives: Bruce Talbot

InterPlan Attendees: Vern Keeslar

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Notes on Meeting:

Note: Bruce Talbot provided an E-mail that responded to our request for information. The E-mail is as follows related to Pleasant View Socio Economic data:

I looked at the map you provided. I assume the numbers close to the bottom are for TAZ zone 16 and the numbers at the top right are for zone 6. The job numbers in zones 5, 6 and 9 are questionable. Those are basically residential areas. In 5 the city offices are located as are the elementary school and the High School (Weber) along with the Towers gravel pit. Currently the 374 jobs and projected to 598 does not compute with reality. In zone 6, 2/3 of that area is in North Ogden. Again, it is a residential area without any employment centers - the current 141 and projected 108 jobs seems out of alignment. In zone 9, there are 5 small businesses (an antique store, a tanning salon, a dentist office, a small nursery business, and the golf course - again, 180 current seems out of kilter. Projects for increases in this zone, however, are better as it is planned to have the 2700 North corridor area utilized for commercial/mixed use purposes. Zones 16 and 4 are probably ok in the job numbers.

As to population and housing numbers, the 2007 numbers are probably close. However I would change the 2040 projections as follows (pop, then housing); Zone 4- 1895 ,702; Zone 5 - 4893, 1439; Zone 9 - 1904, 705; Zone 16 1051, 421.

What are the priority transportation projects?

Our main transportation concern is getting off the hill. We are looking to extent Skyline Drive north into Box Elder County and connect with the Freeway/Highway 89 there (see WFRS long range plan). We are also concerned with access on Highway 89 and 2700 North for commercial development. The connection to the Freeway at 2700 North is currently a mess. We hope the planned construction relieves the congestion at that point. As we are a planned Commuter Rail stop, we look forward to that option and hope to see expanded east/west and north south bus service as well.

East/west connections in all of Weber County are poor and placed on small local roads except for 2700 North and 12th street. We hope the study looks hard at the regional needs for improved access to the main north/south routes which also need improving.

InterPlan Location of Materials

Pleasant View City provided us with their land use plan. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: 12/20/07

City/County: Ogden City

City/County Representatives: Greg Montgomery

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Zoning Map, 2040 total numbers, Street Circulation System, Future Development Centers Map

Have your city/county boundaries changed from what is indicated on the map?

No

Notes on Meeting:

We received the total numbers for 2040. The current population for 2007 is 81,569. By 2040 the estimated population will be 108,776. The current dwelling units are 30,870 and by 2040 will be 41,752. The current employment in Ogden is 61,697 and is estimated to grow by 2040 to 95,000 jobs. With these totals we are to disperse them accordingly by keeping the higher number of jobs in the city center area, and manufacturing TAZ zones. The downtown TAZs that are estimated to grow for employment areas are: 111, 85-88, 99, 75-77, 93, 94, 101, 102, 103-105. Some other important TAZ zones are the airport (TAZ 111) this area will increase in jobs by 2040. TAZ 31,41 are industrial park area, which are also expected to increase employment.

What are the priority transportation projects?

Some of the priority transportation projects are 24th street needs to be improved all the way into the city. 24th Street connection to Legacy is another project. They would also

like to make Ogden more pedestrian and bike friendly. They would like to put in more walking and bike trails.

Follow-up?

InterPlan Location of Materials?

In this project folder

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: November 20,2007

City/County: North Ogden

City/County Representatives: Craig Barker

InterPlan Attendees: Vern Keeslar, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Current Zoning Map
Current General Plan Map

Notes on Meeting:

North Ogden City is planning on developing for single family homes taking place in most of TAZ zone 6. The City has also annexed the land in TAZ 7 as indicated on the map. Along the North end of TAZ 7 they are planning on single family residential homes to be built in the near future. In TAZ 10 North Ogden is planning on multi-family growth. They expect the employment numbers to be higher in 2040, from 707 to somewhere around 1200. In TAZ 27 North Ogden is expecting a large big box store and mixed use development to be developed. The numbers for this area are reasonable with the amount of growth they are expecting. TAZ 28 they are expecting single family residential homes to be developed. In TAZ 18 the hospital has expanded which will bring more people. They are expecting to have more retail and single family residential. The population will be closer to 6,500 in 2040. In TAZ 19, which is mostly farmland right now, is expected to reach 3,500 population in 2040. The number of people per household should follow this number. In TAZ 13 North Ogden expects the population to double with single

family residential units. TAZ 8 will grow with single family residential north to the power lines. TAZ 12 is stable with some infill potential.

Priority Transportation Projects are:

Washington Blvd. is a concern for the city because of all of the development that is taking place on the North side of the mountain. The city is worried about the amount of traffic that is going to occur once all of the houses are built.

Mountain Road/ Skyline is another concern. This should be fixed and / or widened because of the pressure that will be put on it once all of the homes are built in this area.

InterPlan Location of Materials

The city's land use and zoning plans are in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: November 5, 2007

City/County: Marriott-Slaterville

City/County Representatives: Keith Butler - Mayor
Bill Morris - Planner

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current General Plan Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

City has no transportation plan

Notes on Meeting:

Thomas introduced the project and gave some background. The map showing the existing and 2040 number for the city was presented and the Mayor and Bill immediately started working to make appropriate changes. Bill talked about existing and future commercial development in zones 29 and 30. He wrote in changes on the map. They did not have and exact number for their build out population or and exact year. The city official did say that they see build occurring between 2020 and 2040.

Marriott-Slaterville does not currently have a transportation plan. There was a discussion of Pioneer Road. Pioneer is the major east-west transportation corridor in the city and

there are a number of challenges associated with it. The right-of-way varies from 100 ft to nothing. There is only 20 feet of pavement with no shoulders. There are a growing number of vehicles traveling on Pioneer Road. The tight turns cause the road to have a lower speed limit and could lead to safety concerns.

InterPlan Location of Materials

The city's land use and zoning plans are in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: Monday, November 19, 2007

City/County: Layton City

City/County Representatives: Peter Matson, Long Range Planner
Kem Weaver, Group Planner

InterPlan Attendees:

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received? InterPlan needs to pick up materials on or about Wednesday, November 28th.

Have your city/county boundaries changed from what is indicated on the map? Yes; Peter will provide an update map showing the new boundaries.

Notes on Meeting:

Layton City represents 22 square miles currently, but will be 27 square miles at build out. Overall, Peter felt that the population numbers were generally low. Horrocks Engineers has done work for Layton City such as the Layton Interchange Environmental Impact Study that includes and update of the population, dwelling units and jobs numbers. Peter will provide the new numbers.

TAZ Analysis –

TAZ 134 – This TAZ includes 700 acres for air mitigation related to the flight path for Hill Air Force Base.

TAZ 222 – The Eastgate Business Park will be a part of this TAZ.

TAZ 254 – Represents the downtown area of Layton.

TAZ 246 – Currently, 35 acres are zoned for retail or professional office space. This area is intended to develop as a neighborhood village center

TAZ 247 – This street is named locally as “Lake Shore Boulevard” and will be the connection between Legacy Parkway and I-15.

Transportation Challenges:

Connections to US-89 from I-15; there is no interchange connection with Gentile to Oak Hills and an interchange is needed at Antelope Drive. However, SR-193 or Hill Field Road is a solid east-west connection.

Transit – Layton would like UTA to make minor changes in their routes so that there are enhanced east-west connections

General Comments:

Hill Field Road is functioning as a collector from 2200 – 3200 South; it is a 100 foot right-of-way that functions as 70 and has full parking; one lane in each direction with a center turn lane.

3700 West (Bluff Ridge Blvd); Syracuse paid for improvements because it cut off access to Hill Field Road

There is no overpass over the rail road tracks

Gentile Street from 2200 West to Syracuse Border is a 66 foot right-of-way. It could take the burden off of Gentile Street with improvements such as a way to get over the railroad tracks; reconstruction and signalized intersections.

What are the priority transportation projects?

Follow-up? Pick up materials from Layton City on or after Wednesday, November 28th.

InterPlan Location of Materials? In City Meeting and Map file in the Project Folder

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES’ AND COUNTIES’ REPRESENTATIVE

Date: November 26, 2007

City/County: Kaysville City

City/County Representatives: Scott Messel – City Planner
Andy Thompson – City Engineer

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Notes on Meeting:

In meeting with Kaysville City, Thomas explained the background of the Davis Weber East West Transportation Study. Andy mentioned that he came to the kick off partnering meeting, and he will be the representative to participate on the working groups. The discussion revolved around the 2040 build out projections. The 2007 number seemed about right for the city, but the 2040 numbers were hard to quantify. There was a discussion of city’s build out number, about 40,000 people, with 20,000 east of I-15 and 20,000 west of I-15. Vern walked through each TAZ in Kaysville and wrote down Andy and Scott’s changes. Current numbers in TAZ 258 were OK. Jobs discussion focused on future commercial land on the west side of I-15.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES’ AND COUNTIES’ REPRESENTATIVE

Date: November 6, 2007

City/County: Hooper City

City/County Representatives: Mayor Glenn Barrow; Tracy Allen, City Engineer (J-U-B) and Jared Hancock, Public Works Director
Tracy Allen indicated that if we need any GIS information on Hooper City to contact Casey Hansen at Hooper City offices.

InterPlan Attendees: Vern Keeslar and Helen Peters

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received:

Hooper City Generalized Future Land Use Map
Hooper city Zoning Ordinance Map
Hooper City Transportation Master Plan 2005-2025

Notes on Meeting:

We met with Mayor Barrow and Hooper City staff to review the City’s TAZ map and to receive the requested documents. It should be noted that Hooper City was incorporated after the 2000 Census, but was previously a census determined place (CPD). In 2001, Hooper had 1,100 homes and has issued 508 permits between the years 2001 and 2007. Tracy Allen suggested that here is an average of 3.8 persons per household currently reflecting a higher persons per household rate than the State of Utah estimates. The existing 2007 population is 6,160 which Hooper City staff pointed out was a low estimate. It is expected that at build out, Hooper City will have between 7,800 and 9,200 dwelling units representing a population base of 35,400. After several brief discussions, we went through each TAZ and determined the following adjustments were necessary:

The biggest transportation problem for the city is congestion on 200 North. 200 North is the only I-15 interchange in the city and the main east-west flow arterial connecting the east and west sides. High School traffic congests it in the afternoon and higher volume congests it in the peak hour. Kaysville City would like to see North Legacy carried forward as their top priority. They are working on preserving the land from development. The city feels that the North Legacy Corridor will help relieve some of the congestion around the 200 North interchange. They would like to see an EIS begin very soon.

InterPlan Location of Materials

A copy of the Kaysville City transportation plan and zoning map are included in this folder. The 2040 socio-economic changes are documented in a study area wide spreadsheet.

TAZ 51:

Add 55 lots. Currently there are 198 homes that about half of which are built today.

TAZ 58

There is zero employment in this TAZ in Hooper City. It should be noted that in TAZ 59 (outside of Hooper City and in Davis County) a school is proposed. We will need to check with Curtis Christensen from Weber County about expected employment estimates for TAZ 59.

TAZ 108

The plan for this TAZ is to develop it into residential housing at 1.5 units per gross acre to accommodate open space and trails. The 2007 existing and 2040 projected numbers are accurate according to City representatives, but the 2040 population is projected to be 6,000 individuals.

TAZ 151

This TAZ will be built out as ½ acre lots; the 2007 existing and 2040 projections are accurate according to City representatives, but 2040 population is 5,000.

TAZ 152

This TAZ is primarily residential. Add 135 homes and 250 lots in three phases; 100 lots have already been built and there is an expected build out in three years. There is another development with 95 lots of which 54 homes have already been built. Straddling TAZ 108 and 152 is the Eastgate development which is 210 lots. The 2040 population projection according to City representatives is 3,000.

Follow-up?

None needed.

InterPlan Location of Materials?

Project folder, Cities Meetings and Plans, Hooper City

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: Tuesday, December 18, 2007

City/County: Hill AFB

City/County Representatives: Darrin Wray, West Side Development Project Manager
Bruce Evans, Program Manager Lease Program

InterPlan Attendees: Vern Keeslar and Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Notes on Meeting:

Darrin began by explaining the west side planning project. He explained the details of planning for the 5 phases of development. The area is 4.5 miles long on the west side of Hill near I-15, approximately 550 acres. They plan on adding 15,000 new jobs over the next 7-9 years and a total of 40,000 new jobs by the end of development 25 years.

Darrin indicated that today Hill employs about 25,000 people coming to the base every day from as far away as Nephi and Malad, ID. With all of the future development on the base, including the west side development, they expect to employ about 70,000 people by 2040.

The base is mostly concerned with job growth, but there is some on base housing, it is mostly contained in zone 221.

TAZ 161

This TAZ is not entirely in Hill AFB, but the part that is contains no housing or population today or in the future. The employment today is about 500 which will grow to 20,000 by 2040. The numbers changed as follows:

	Population	Jobs
2007	0	500
2040	0	20,000

TAZ 206

This TAZ contains no housing or population today or in the future. The employment today is about 1,000 which will grow to 10,000 by 2040. The numbers changed as follows:

	Population	Jobs
2007	0	1,000
2040	0	10,000

TAZ 215

This TAZ contains only 9 high ranking officer households. The employment today is about 11,000 which will grow to 30,000 by 2040. The numbers changed as follows:

	Population	Jobs
2007	28	11,000
2040	30	30,000

TAZ 221

This TAZ contains most of the on base housing or population today or in the future. The employment today is about 500 which will grow to 10,000 by 2040. The numbers changed as follows:

	Population	Jobs
2007	0	500
2040	0	10,000

Transportation Issues:

The biggest problems at Hill AFB are currently delays entering and exiting the Base. They only have 4 open gates and most cars use only 3 of the gates (south gate into Layton, west gate into Clearfield, and Roy gate into Roy). While there is transit to the base very few people use the buses, because once on base there are very long distances between buildings that are not conducive to walking. The planners at Hill AFB would like to see both the existing interchanges on I-15 improved with a possible SPUJ that would allow for great stacking of cars waiting to enter I-15. They also would like to see a new I-15 interchange on 1800 North, and a possible I-15 access off of the frontage road south of the base.

Travel Patterns:

About 70% of the employees currently working on Hill Air Force Base reside in Davis and Weber Counties.

What are the priority transit projects?

The base would like to see light rail used on the old Bamberger line and have met with Kent Jorgenson at UTA to discuss such a proposal. If light rail options were developed the base would want at least two stations near the two existing I-15 interchanges.

Follow-up?

None.

InterPlan Location of Materials?

Report is in the Project Folder under City Meetings and Maps.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: November 5, 2007

City/County: Harrisville

City/County Representatives: Bill Morris - Planner

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current General Plan Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

City has no transportation plan. Plans also available at www.jonescivil.com

Notes on Meeting:

The map showing the existing and 2040 number for the city was presented and Bill, having already done the edits for Marriot-Slaterville, dove right into making appropriate changes. Bill told us that they have a transportation plan and it should be on jones' website. (It isn't) Bill talked about moving toward some higher density development and where future commercial area will be.

InterPlan Location of Materials

The city's land use and zoning plans are in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: 12/6/07

City/County: Fruit Heights

City/County Representatives: Jeff Oylar

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Have your city/county boundaries changed from what is indicated on the map?

Notes on Meeting:

The current population for Fruit Heights City is 5,500. The total build out is expected to be in the year 2015, with the population of 8,000 residents. There are 150 acres of developable land left in the City. The average House Hold size is 3.74 currently.

TAZ 264

The population was changed from 1956 to 2026 for 2007. The 2040 numbers for the population was changed from 3249 to 2800. The House Hold size has been changed to match using the 3.74 ratio. The employment for this TAZ was high. It was changed to 50 employees for 2007. For 2040 the employment was changed to 75 employees. There are no offices in this TAZ so all of these jobs are home businesses.

TAZ 266

This TAZ is mostly built out, although there are a few areas that could be developed. This TAZ mostly consist of the Golf Course. The projected population was changed from 1416 to 1500. The employment was also changed in 2007 from 107 to 75. The projected employment was changed from 116 to 100. The main employment facility in this area is Cherry Hill, which is a seasonal employer.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: November 13, 2007

City/County: Farr West

City/County Representatives: Dave Bunderson – City Manager

InterPlan Attendees: Vern Keeslar
Thomas McMurtry

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received

- Current Zoning Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

City has no transportation plan.

Notes on Meeting:

Vern gave some background explaining what this study is and what we want to accomplish today. The map showing the existing and 2040 number by TAZ for the city was presented and Dave started working through the 5 TAZs to make appropriate changes. Dave felt that TAZ 3 was ok, he made some changes to zone 14. Dave talked about the city annexing some small pockets of land, but nothing significant. He mentioned that he does have a build-out population or year, but has work through some number to come up with 11,500 people in 2040. Thomas explained what we are going to do with the adjusted numbers in the TAZs that he gives us. Dave talked about the amount of growth they had over the last couple of years and the slowing down of that growth recently.

TAZ 261

The population numbers were changed from 2639 to 2500 for 2007. The future population for 2040 was changed from 4962 to 3700.

What are the priority transportation projects?

Nickles needs to go east and west. Highway 89 divides the city in half. There have been many accidents in the past with people who try to cross it. The traffic signals need to be longer on 4th North. There have been many accidents with people trying to cross at these intersections.

Follow-up?

InterPlan Location of Materials?

The Land Use map is located in the folder.

Farr West currently does not have a transportation master plan. The main transportation problem for the city right now is 2700 North and the diamond interchange on I-15. Right now 2700 North is only one lane in each direction at the I-15 interchange with no signal on the east side ramps. There is a signal on the west side ramps, but there is no stacking distance and in the afternoon peak drivers wanting to make left turns block traffic. Also there is some stacking on the off-ramp and it can lead to cars parked on the free way which creates a dangerous situation. Farr West would like to see a SPUI of ramp widening with 2700 North widening, or something done to improve this area.

InterPlan Location of Materials

The city's zoning plan is in this folder. The socio-economic changes are documented in a study area wide spreadsheet.

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: 12/10/07

City/County: Farmington City

City/County Representatives: Dave Petersen

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Zoning and General Plan

Have your city/county boundaries changed from what is indicated on the map?

Yes, Indicated on the Map

Notes on Meeting:

The household size in Farmington City 3.835. It is estimated that it will decrease by the year 2040 to 3.41 people per household. The current population for Farmington City is 17,136. It is projected to be 27,983 by 2030.

TAZ 306

The current population has been changed to 5165 and the household size has been changed to match the 3.835 ratio. The employment in this area is increasing, and is expected to be 3300 by 2040.

TAZ 302

The future employment is changed from 788 to 1000 employees, for the year 2040. Both 2007 and 2040 households and populations have been changed. The current population is 279 with 173 households. The projected population is expected to be 1278 with a household of 375.

TAZ 301

There is a lot of potential for growth in this area. The current population is 2811 people with 733 households. The expected population for 2040 will be 5520 people with 1619 households. The employment is expected to grow to 150 employees.

TAZ 267

There is an employment center that is expected to be in this TAZ. The current population is 19 people with 5 dwelling units. The current jobs are 20. This area is fairly vacant and has a high growth potential. The future population for this area is 2110 with 619 dwelling units. The employment will grow with 500 jobs.

TAZ 303

This area's current population is 2151 with 561 dwelling units. The expected population for 2040 are expected to be 3034 population, with 390 dwelling units. The expected employment is expected to be 75 jobs. The current jobs for 2007 are 50.

TAZ 268

The current population has been changed to 1775 with the households being changed to 463. In 2040 the expected population will be 1873 and the household of 493.

What are the priority transportation projects?

They need a route to get from Commuter Rail to Lagoon. There are four months of the year, while Lagoon is open, that they will need to consider a way to get people from Commuter Rail to Lagoon.

Follow-up?

InterPlan Location of Materials?

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY

REPORT ON MEETING WITH CITIES' AND COUNTIES' REPRESENTATIVE

Date: 12/10/07

City/County: Clinton City

City/County Representatives: Lynn Vinzant

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?

Current zoning map

Master land use map

Transportation Plan and Maps on disk

Growth information and projections

Have your city/county boundaries changed from what is indicated on the map?

They are correct on the Map.

Notes on Meeting:

The current population in Clinton is 23,000 people. The average household size is 3.55. The city is expected to be built out by the year 2040 with a population of 37,000.

TAZ 202

The current population is 400 residents with 110 households. There are about 10 jobs in this TAZ currently. The expected growth by 2040 should reach 3700 population. The households will be 1044 in the year 2040. There is not much employment expected in this area, about 50 employees are to be expected.

TAZ 203 has a potential to grow with residential units.

What are the priority transportation projects?

Need an overpass on SR 37. Clinton has 2 projects on 800 W at the present time. Many of the lanes should be widened from 2 lanes to 3 lanes. Two lanes with a center turn lane.

East West Transportation Projects we talked about.

1. 1800 North (SR-37) needs an overpass at the UP corridor. On the TIP
2. 1800 North (SR-37) needs to be a 110-foot wide 5-lane from Main Street through Sunset to 2000 West (SR-108). On the TIP
3. 1800 North (SR-37) needs to be a 110-foot wide 5-lane from 2000 West (SR-108) to Legacy if there is going to be an interchange at 1800 N and Legacy. On the TIP
4. 800 N (not W) needs to be improved to a 70-foot ROW from 1000 West to at least 2000 West and then 66-foot wide from 2000 West to 3000 West. This would allow for three lanes. On the functional classification map.
5. 2300 North needs to be widened to a 66-foot ROW from Main Street through Sunset to 1000 West. On the functional classification map.

Follow-up?

InterPlan Location of Materials?
In the City Meetings folder

DAVIS WEBER EAST-WEST TRANSPORTATION STUDY**REPORT ON MEETING WITH CITIES' AND COUNTIES'
REPRESENTATIVE**

Date: 12/11/07

City/County: Clearfield

City/County Representatives: Gregg Benson, Kent Bush

InterPlan Attendees: Helen Peters, Camille Petersen

Requested Information:

- Current Zoning Map
- Current General Plan Map
- Current Transportation Plan and Map
- Current and Estimated 2040 Population
- Current and Estimated 2040 Dwelling Units
- Current and Estimated 2040 Employment

Information received?**Zoning and General Plan Map****Have your city/county boundaries changed from what is indicated on the map?**

Yes, indicated on the map.

Notes on Meeting:

The current population is 29,323. The Average household size is 3.19.

TAZ 218 There is a new 50 lot subdivision that is being developed. The estimated employment in this area was to high. We brought it back to 300 employees currently and 400 in 2040.

TAZ 219

There will be a new subdivision with 60 lots. The current estimated population was too high. We changed it to read 6000 current population and 7500 population in the future. The households match the population with the 3.19 average.

TAZ 220

The population was changed to 4500 for a current population and 5000 for the estimated 2040 population. The employment should not change so it is a current 3,000 and 3,000 for 2040.

TAZ 232

**Steering Committee Meeting**

Wednesday, Dec. 5, 2007
Clearfield City Offices
2 - 4 p.m.

Meeting Purpose:

- Introduce Study Team/Steering Committee and discuss roles
- Discuss technical approach to study/study schedule
- Discuss Steering Committee influence/vision on study process

Agenda:

1. Review of Agenda/Introductions - Carri Hulet, The Langdon Group (20 minutes)
2. Roles and Responsibilities Discussion - Justin Smart, The Langdon Group (20 minutes)
3. Technical Study Overview - Matt Riffkin, Interplan (20 minutes)
4. Steering Committee Vision - Matt Riffkin, Interplan (45 minutes)
5. Visioning Wrap-Up - Justin Smart, The Langdon Group (10 minutes)
6. Next Steps - Carri Hulet, The Langdon Group (5 minutes)

This TAZ has mostly high density. Just in Clearfield alone the current population is 5,443 with a expected population of 8,000 in the year 2040.

TAZ 231

The population has been changed to 2,000, with a slight growth of 2,100 people by the year 2040.

TAZ 227

The current population should be changed to 2,500 people and by 2040 5,000 people. The housing has been adjusted to match the 3.19 number.

TAZ 230

The current population has been changed to 1420 and future population to be 1470. The employment in this TAZ is very high. The current employees are 6,500 and the estimated employees are 8,500.

TAZ 226

Everything in this TAZ is warehouses, so the employment is high. The current number is 1500 with a 2040 number of 1,600. This TAZ is mostly built out, and not a lot of growth will occur unless it is vertical.

What are the priority transportation projects?

One upcoming project that Clearfield is planning is to widen the 200/700 S. road.

Another problem they are facing is the 800 North freeway ramp it gets bottlenecked. On 600 North there is congestion in the morning and evening traffic with people coming and going from Hill AFB. This maybe improved by having two turning lanes of traffic, or by changing the traffic lights on the ramp.

Follow-up?

InterPlan Location of Materials?
Location is in this folder.



Steering Committee Meeting Notes

Date: Wednesday, Dec. 5, 2007

Time: 2 - 4 p.m.

Location: Clearfield City Offices

Committee Members in Attendance:

Stuart Adams	Jan Zogmaister
Sue Zampedri	Nicol Gagstetter
Kent Jorgenson	Darrin Wray
Trevan Blaisdell	Kent Nomura
Chris Hillman	Kevin Hansen
Craig Dearden	Nathan Lee
Sue Morgan	Bret Millburn
Helene Liebman	Wilf Sommerkorn
Bruce Talbot	Louenda Downs
Jay Gentry (for Curtis Christensen)	Max Forbush
Becky Messerly	

Study Team Members in Attendance:

Rex Harris	Thomas McMurtry
Wayne Bennion	Mike Worrall
Matt Riffkin	Casey Brown
Vern Keeslar	Carri Hulet
Helen Peters	Justin Smart

Meeting Notes:

- Review of Agenda/Introductions - Carri Hulet
 - Carri welcomed and reviewed agenda/materials w/ the group
 - Carri introduced and lead introductions
 - Group reviewed their interests in the study
- Roles and Responsibilities Discussion - Justin Smart
 - Justin pointed people to the Roles and Responsibilities handout and reviewed highlights with the group
 - Justin asked if anyone had any concerns about the roles and responsibilities. No one indicated concern
 - Justin addressed the fact that the circle of influence of the group is large
- Technical Study Overview - Matt Riffkin
 - Matt's goal is to orient people to the technical data so we are all "speaking the same language"

- First figure: vehicle miles traveled is growing 1.5 times faster than population. We're driving more. Life is getting more complicated. This model shows the trends today. It will probably flatten out, but it will continue to rise.
 - From a funding perspective, that means we'll be spending more money per person on transportation than we have had to before
 - We're meeting with all the cities to understand what your projected land use and growth projections are; transportation models come from those land use projections
 - Travel Time Index
 - It's the ratio of congested travel time to free-flow travel time. If it takes you 1.5 hr for your commute at rush hour and an hour in the middle of the night, your TTI is 1.5.
 - This figure compares current TTI to other cities currently. We could show you how a transit-heavy or other alternative mix would affect TTI.
 - Employment in the county held by non-residents of the county and percent of workers working outside county of residence
 - In the past 27 years, Davis County is exporting a greater and greater percentage of its people to other counties
 - Level of Service Analysis
 - Most of you may have heard this term. Traffic Engineers use it all the time. All it really means is Level of Service A is good, F is bad. F is lots of cars. A is not very many.
 - Level of Service maps indicating where the Level of Service is at peak hours - afternoon congestion. The red is F, yellow is D - E, green is A - C
 - Intersection Level of Service - this shows another project that InterPlan is working on. You can look at level of service at particular intersections. We are looking to the steering committee to help us understand how detailed you want to go.
 - Accident Rates
 - This map shows where the current accidents are. Studies show that accidents and other incidents are 40% of the congestion problems
 - What I didn't show is data on Mass Transit. We will need to put that together for you.
 - Part of the goal here is also to ask if there is missing data that you think we should be addressing.
- Steering Committee Vision Introduction - Matt Riffkin
 - We're looking for bookends to guide the study. On one end, we have the "reactionary" or status quo approach. On the opposite end is the more "visionary" approach.
 - We're not looking for a consensus. We're trying to get a sense of where people in this room sit on that spectrum. We want to get a sense of the range - where you are, and where we should be looking for alternatives

- Matt will lead the discussion. Justin and Carri will be trying to capture the discussion - Carri focus on values and interests; Justin will focus on substance.
- Spectrum Discussion notes (captured during conversation and from flip charts)
 - East-West vs. North-South
 - Matt provided example from the handout.
 - Max Forbush. economic development, safety, UDOT has done a good job on N-S. Changing focus to E-W would be a healthy change to reduce gridlock and improve safety. N-S will always get attention because of commute. E-W should be focused on and perhaps increase gas tax.
 - Stuart Adams. Other cities have loops. Are loops more efficient to move people around? Matt introduced concept of peer cities. Perhaps compare to peers.
 - Bruce Talbot. Different activities take place on EW vs. NS. NS is commuting. EW is local trips. We are failing to focus on the need to move EW and interface with communities.
 - Kent Jorgenson. How much impact do EW roads have on future development? What do we want to happen in the future? Consider how focus on routes can affect how we grow. Decide where we want our centers.
 - Rex. NS and EW are not independent. They interact at interchanges and intersections.
 - Jan Zogmaister. Frontrunner is presenting issues of how to get to and from stations. Frontrunner places more need on EW routes. EW is becoming more of a focus because of growth and because of new modes. We don't have a lot of strong transportation system in the west part of the study area. Roads EW were built as two lane roads and they no longer meet the needs. Growth makes the two lane roads obsolete. We will never be able to build enough roads, so it has to be a coordinated system between all modes.
 - Kevin Hansen. We will have 3 major NS routes. We are sending a concentration of people to Frontrunner stations. These nodes will create problems. Need to look at how to focus getting people EW out of those areas
 - Bruce Talbot. Need to look at where we locate employment centers and commercial centers. We need to move these away from the center so people do not have to travel so much to limited destinations.
 - Max Forbush. Focus on creating alternative choices grid. Grid provides many choices. Davis and Weber are more linear so what are choices of providing circular routes.
 - Rex. Everything was two lane roads. Need to look at how the needs become more specific to these routes.
- Economic Development

- Kevin Hansen. What comes first? Econ development or transportation? Where we create substantial intersections then economic development follows. Frontrunner stations will create nodes of economic development.
 - Bruce Talbot. Consider trucks. Be careful in consideration of roads that we do for economic development of motor carriers and how to get goods and services to anything in these economic development areas.
 - Helene Liebman. Where there is concentrated development there is gridlock. Can we reduce the concentration of development in certain areas? Can we create smaller centers? Reduce big boxes and replace with neighborhood markets. Is that a trend?
 - Sue Zampedri. When you go out to meet with cities are you asking these questions?
 - Kent Jorgenson. Cities try to get big box to get the revenue. Economically big boxes are more attractive.
 - Darrin Wray. With west side development we will increase number through the Hill gates by 10,000 trips. Most people drive for work trips and lunchtime.
 - Kevin Hansen. WSU is very driver oriented. People come and go all day.
 - Nate Lee. Legacy is built upon all of the individual communities' long range plans. If EW corridors are built, that will depend on land use planning. What are we assuming for build out? Master plan? Or build-out between mountain and lake? The decisions we make for transportation affect future land use.
 - Stuart Adams. Historically plans have been lower density over what is actually built. It is hard to estimate density. When densities increase the transportation is affected.
 - Chris Hillman. We are trying to master plan collaboratively the whole area. Clearfield is affected by cities to the west so we need to plan collaboratively.
 - Jan Zogmaister. On NS Legacy we focused on that we are planning for the future. Planning horizons are not adequate because our roads are not built until we reach our planning horizons. Need to keep in mind the big picture.
- Funding
 - Craig Dearden. The Legislature is not allowing UDOT to just take care of it. When feds start looking at TIP we are not getting the same federal funding.
 - Louenda Downs. We don't know if Davis people are willing to pay more, but they certainly want the problems solved.
 - Stuart Adams. Gas tax is not inflationary and it doesn't increase to keep pace with the inflation in construction costs. Are we going to implement some type of inflationary measure? Rural state does not have enough population to pay for the demand on the highways. The rural areas of state cannot keep pace with demand in the Wasatch Front. Tax policies of the future will be different in the future than today. Funding is a huge issue.
 - Should gas tax be a sin tax?

- Stuart Adams. Sin tax / Gas tax is very hard to implement because of interdependence across state lines
 - Bruce Talbot. It will take a package of federal, state, and local.
 - Kevin Hansen. What other innovative funding mechanisms are there? Look to other cities/states.
 - Craig Dearden. LTAP researched other methods and came up with a study about funding options.
- Multi modal
 - Helene Liebman. Make it easier to get to transit. Need to provide more alternatives and focus on those that will be needed in the future. Focus on other modes. Get people to Frontrunner. Make it easy to use mass transit. Need to make it easier to use transit.
 - Kevin Hansen. WSU is a strong proponent of transit. WSU subsidizes the passes so the students get a free pass. Even then they still don't use it as much as they would like.
 - Louenda Downs. Need to make other modes easier and more convenient. Provide for other ways such as motorcycles, scooters. Make it easier to go EW on ped/bike/etc. so other modes can get there. Isn't there more funding for non-motorized?
 - Matt. How do we fund these other modes?
 - Sue Zampedri. As you are looking at EW, can't we mandate paths, etc?
 - Jan Zogmaister. We need to look at all the options within the multimodal. Maybe some are more viable.
- Environment/Quality Growth
 - Nicol Gagstetter. Master plans often times incorporate agricultural into their master plans. Consider mixed use in certain areas to reduce people's needs.
 - Helene Liebman. Pollution is bad. Cars are worst source. Reducing the number of cars and miles traveled would be a good thing.
 - Louenda Downs. Encourage employers to allow flexible hours to reduce the number of days people travel to work.
- Safety
 - Bruce Talbot. Safety around NS corridors is a major problem for non-motorized. Suggest how to alleviate non-motorized crossing of major corridors. Also, plan how to accommodate crossing on future facilities.
 - Sue Morgan. When road gets congested people make hasty maneuvers around school. Need to manage traffic around schools. Davis busses 13,000 kids out of 30,000 total. Cost of busing is horrendous.
 - Nate Lee. The travel radius for busing has been expanded to 2 miles because they can't meet a need, which pushes people to drive the kids to school. This hugely affects traffic.

- Visioning Wrap-Up - Justin Smart. Where do we fall by raise of hands? 4 is visionary. 1 is reactionary. Collected votes:

Topic	1 (reactionary)	2	3	4 (visionary)
EW vs NS	0	2	11	3
Econ. Dev.	0	2	5	13
Funding	0	2	8	6
Multimodal	0	3	10	4
Environment/QG	0	2	14	2
Safety	0	2	14	2

- Next Meeting - Carri Hulet. Dates to avoid: 2nd week of April is League of Cities and towns. Decided April 23rd. Same place. Same time.



West Working Group Meeting
Wednesday, Jan. 16, 2008
Clearfield City Offices
2 - 4 p.m.

Meeting Purpose:

- Introduce Study Team/Working Group and discuss roles
- Review and discuss comprehensive land use plan
- Review and discuss study alternatives
- Review and discuss open house plans

Agenda:

- Review of Agenda/Introductions/Process Overview - Justin Smart, The Langdon Group (20 minutes)
- Comprehensive Land Use Plan Review - Matt Riffkin and Vern Keeslar, InterPlan Co. (30 minutes)
- Study Alternatives Evaluation - The Langdon Group (45 minutes)
- Public Open House Orientation/Analysis - Carri Hulet, The Langdon Group (15 minutes)
- Wrap-Up/Next Steps - Justin Smart, The Langdon Group (10 minutes)



East Working Group Meeting
Tuesday, Jan. 22, 2008
Ogden Municipal Building
2 - 4 p.m.

Meeting Purpose:

- Introduce Study Team/Working Group and discuss roles
- Review and discuss comprehensive land use plan
- Review and discuss study alternatives
- Review and discuss open house plans

Agenda:

- Review of Agenda/Introductions/Process Overview - Carri Hulet, The Langdon Group (20 minutes)
- Comprehensive Land Use Plan Review - Matt Riffkin and Vern Keeslar, InterPlan Co. (30 minutes)
- Study Alternatives Evaluation - The Langdon Group (45 minutes)
- Public Open House Orientation/Analysis - Justin Smart, The Langdon Group (15 minutes)
- Wrap-Up/Next Steps - Carri Hulet, The Langdon Group (10 minutes)



West Working Group Meeting
Wednesday, March 19, 2008
Clearfield City Offices
2 - 4 p.m.

Meeting Purpose:

- Review input from public open houses
- Review and analyze revised transportation packages
- Discuss potential evaluation criteria

Agenda:

1. Review of Agenda/Process Review - The Langdon Group (10 minutes)
2. Review of Public Input from Open Houses - The Langdon Group (15 minutes)
3. Review and Analysis of Revised Transportation Packages - InterPlan Co. (60 minutes)
4. Evaluation Criteria and Process Discussion - InterPlan Co./J-U-B Engineers (30 minutes)
5. Wrap-Up/Next Steps - The Langdon Group (10 minutes)



DWEW Working Group Meeting
3/19/08
West Working Group

Attendees:

Scott Hess, Davis County
Andy Thompson, Kaysville City
John Petroff, West Point City
Greg Benson, Clearfield City
Kent Bush, Clearfield City
Lynn Vinzant, Clinton City
Darrin Wray, Hill Air Force Base
Wayne Bennion, WFR
Bill Malone, Farr West City
Chris Hillman, Clearfield City
Aaron Watson, J-U-B Engineers, Inc.
Mike Worrall, J-U-B Engineers, Inc.
Carri Hulet, The Langdon Group, Inc.
Justin Smart, The Langdon Group, Inc.
Andy Neff, UDOT Public Involvement
Brad Humphreys, UDOT Project Manager

Notes:

- Process Overview - Justin Smart, The Langdon Group
 - Reviewed history of process, milestones
 - Talked about two take-aways from March Working Group meetings
 - Refined, ready-for-analysis packages for InterPlan/J-U-B analysis
 - Beginnings of evaluation criteria
- Review of Public Input - Carri Hulet, The Langdon Group
 - Walked group through open house format and information
 - Discussed comment cards presented/questions asked
 - Overviewed data collection/analysis
 - Discussed comment summary/how it came to be
 - Reviewed summary data
 - Rank of packages
 - Considerations used in ranking
 - Specific comments by package/area
- Comments - Matt Riffkin, Interplan Co.
 - All four packages should be consistent with the bookends. All of them should fit between those bookends. They are more similar than different. All packages contain most of the projects from the regional long-range plans. We tried to include controversial projects in some packages and not others.
 - We don't have the budget to study and analyze every project. We have to do the best we can, but can't look at details at a study/planning level.
 - New maps show "committed" projects highlighted in yellow
- Yellow: Is focused on N/S movement
 - Differences:
 - Moved interchange in Layton. No longer an upgrade
 - Added Fort Lane - made sense
 - Highlighted "committed" projects

- Comments:
 - Wayne: not aware if money is committed to 200 S. Should investigate.
 - Lynn: 1800 N. - There is money committed to an environmental study for the rail overpass. UDOT looking at transferring the funds to look at Main St. (for widening) through _____.
 - Mike responded that you have to figure out where to draw the line. Different portions of different projects
 - Darrin: The west side development project will add about 15000 workers between Clearfield and Roy in the next 10 years. That interchange is in all the packages

- Blue: still focused on N/S movement
 - Differences:
 - Showed 5600 going up and over the base in the original map. But in the revised map, it's shown as a road that links all the way to 84 with a new interchange.
 - Darrin thought it was a straight-line shot. That would have some real engineering problems
 - Mike says it's been brought up a number of times in other studies and been dismissed. There's no need.
 - Incorporated a suggested change in West Point (clarify?)
 - Extended the BRT line from Ogden to Weber State campus
 - Darrin: do any of the packages showing the BRT connecting to the light rail? Thomas says they show it on the Orange package
 - Andy stated that the straight shot all the way from I-15 to Legacy along 3300 S. would defeat the purpose of the Hinckley Drive extension. In the revised they're showing a straight shot from I-15 to Legacy along 3300.
 - Wayne - moving from 3600 to 3300 does not make a lot of sense, even in response to public comment. Hinckley is being built - have to take that into account.
 - Matt's response is that in one alternative we show an EW road at a different alignment in order to test the different alignments.
 - Bill Malone - doesn't that raise the question of what is being achieved by the Hinckley extension?
 - Darrin wondering if Legacy has the same alignment on all the packages.
 - Matt, Thomas, Mike responded that there are other studies focused on that. In this study we want to look at where changes to this plan affect the whole transportation system, not just one. Brad added that we do have to look at feasibility, of course, and not put lines on a map where they couldn't be built. Darrin said that the change in alignment might change some of the other alignments of the connecting roads.

- Red Alternative (a lot more projects on the E/W)
 - Differences:
 - A lot of people wanted a new road from SR-104 to the west from I-15.
 - Showing continued movement across I-15 from 5600 S. In Roy to South Weber Drive (widened) and Adams Avenue (existing toll road)
 - Widened 2700 North out from I-15 to Legacy
 - Showing a light rail line from Ogden to Weber, and a BRT line north from Ogden to the north to 2700 N. (Lynn Vinzant asked why you would run it to 2700 N. and not run it west over to the commuter rail stop. Could also show it looping back down 89 to Ogden) (Matt responded that not every loop makes sense to people. Sometimes makes more

sense to keep people going back and forth on the same alignment - good to look at)

- Also added a BRT lane that loops around campus and comes back up
- Also added BRT along Riverdale Road and connects to a BRT loop that goes all around SR-108 and Syracuse Road (Antelope)
- Thomas also mentioned that we're not putting local bus routes on here, but (as Bill Malone asked) we will do overlays eventually. InterPlan is planning to do that.
- Darrin: once the first phase is done, it will be public access. It will basically follow the Banburger (?) line?
 - Scott seeing that by changing the line farther east, it cuts off the Sunset communities on the west side. Matt suggesting looking at a loop in this area. Darrin says to look at the current bus routes there. Greg says that he hopes UTA reassesses their bus routes once FrontRunner opens up.
 - Scott: noticing that the comments show they like this package because they think it preserves the rural character on the west side, but if this package is showing a lot of great east-west access, people will be moving out to the west more, and develop more out there (no farmhouses on Riverdale Road)
- Orange (stay in your own communities)
 - Not showing a lot of huge capital projects
 - Showing a ton of transit. Showing light rail from Ogden to west side of Hill, connecting at a hub that would connect to lines running south, and to the west (to park and ride lots)
 - Kent says UTA is showing proposed BRT or LRT routes on 193. Greg drew it on the map.
 - Wayne: comment overall - are the expressways shown on at least two alternatives?
 - Thomas - yes. Showing the 200/700 193 expressway. Also showing loops off of Legacy and over to I-15.
 - Show the same connection on the orange that we made on 2700 N. on the Red alternative
 - Bill: How do we show 4000 N. connection from Legacy if it's outside our study area? Matt saying that when we started the study, we went to 12th Street. Decided to move it to 2700 N. as a northern boundary. Bill saying, for his master plan, it's got to be there.

- Comments:
 - Lynn: general observation. Part of this analysis has been to determine what we're envisioning. Orange says a lot of east-west is going to happen. And all the traffic to the N/S is going to slow down. Have to take into account the Hill development. There are some changes that have happened, even in the last four months that will make huge differences in the future. Roy is going to explode, for example, with the Hill development. Lynn is wondering if the West Hill Development is changing our land use enough that we really need to reconsider. Kent added that there is a big Tech development area that needs to be considered.
 - Matt: do we need to look at the land use again? We're looking at all of this as a snapshot in time - in 2040. All of these packages could be adequate for the land use plans we got from you.
 - We can email out the land use plans again. You can look at them again.
 - We'll put the revised maps on the website by Friday.

- Kent: Do you want some kind of a prioritization? Do you want us to prioritize projects? What is the phasing?
 - Matt: yes. Next time we'll choose the package (what combination of projects you want) and start to get a sense of what the priorities are in terms of phasing. By the next meeting, we want to be able to have enough detail for you to make decisions about how to prioritize them.
 - Focusing the analysis on the projects that are not on the plans.
- Mike: you'll want to see some comparison by cost, feasibility, and some kind of environmental constraint. We'll try to express these in relative scales, rather than detailed, hard numbers.
 - Lynn: an example might be agricultural protection zones.
 - Matt responded that the idea is to give some relative
 - Darrin: how do you evaluate wetlands versus added capacity?
 - Mike: you're really looking at feasibility of a project. Can it be built and what would happen?
- The goal is to be able to make decisions based on trade-offs (which can be determined by relative values), and to look at the regional transportation question as a whole system.



East Working Group Meeting
Thursday, March 20, 2008
Ogden Municipal Building
2 - 4 p.m.

Meeting Purpose:

- Review input from public open houses
- Review and analyze revised transportation packages
- Discuss potential evaluation criteria

Agenda:

1. Review of Agenda/Process Review - The Langdon Group (10 minutes)
2. Review of Public Input from Open Houses - The Langdon Group (15 minutes)
3. Review and Analysis of Revised Transportation Packages - InterPlan Co. (60 minutes)
4. Evaluation Criteria and Process Discussion - InterPlan Co./J-U-B Engineers (30 minutes)
5. Wrap-Up/Next Steps - The Langdon Group (10 minutes)



Steering Committee Meeting
Wednesday, April 23, 2008
Clearfield City Offices
3 - 5 p.m.

Meeting Purpose:

- Review results of January and March Working Groups and February Open Houses
- Review current versions of the four transportation packages
- Review and process package analysis and data/Select preferred package
- Discuss outcomes/expectation of next meeting on July 17, 2008

Agenda:

1. Agenda/Introductions/Overview of the Study - The Langdon Group (10 minutes)
2. Working Groups and Open Houses - The Langdon Group (15 minutes)
3. Transportation Packages - Interplan (10 minutes)
4. Package Analysis/Preferred Package Selection - Interplan and J-U-B Engineers (70 minutes)
5. Wrap-up/Next Steps - The Langdon Group (10 minutes)



Steering Committee Meeting Notes

Date: Wednesday, April 23, 2008

Time: 3 - 5 p.m.

Location: Clearfield City Offices

Committee Members in Attendance:

Stuart Adams	Jan Zogmaister
Sue Zampedri	Darrin Wray
Kent Jorgenson	Bret Millburn
Chris Hillman	Louenda Downs
Sue Morgan	Max Forbush
Bruce Talbot	Rob Scott
Curtis Christensen	

Study Team Members in Attendance:

Nathan Petersen	Thomas McMurtry
Wayne Bennion	Mike Worrall
Matt Riffkin	Aaron Watson
Vern Keeslar	Carri Hulet
Helen Peters	Justin Smart

Meeting Notes:

- Review of Agenda/Introductions/Study Overview - Carri Hulet
 - Reviewed agenda
 - Conducted introductions
 - Reviewed study history
 - Began w/ agency kickoff meeting and formation of steering committee
 - Discussed first steering committee meeting/role of committee
 - Described formation of four packages
 - Discussed working group process and open house process for refining transportation packages
 - Goal of today's meeting is to narrow down the four packages to one; not committing to the one package as the outcome of the study, but narrowing for additional, more intense project-by-project analysis
- Open House/Working Group Overview - Carri Hulet/Justin Smart
 - Described comments gathered by the study team during the open house process
 - Langdon Group took the voluminous raw data and processed it into an open house comment summary (provided to steering committee members)

- If steering committee members are interested, the raw data is also available
- Discussed specific public comments
 - Talked about 3600 South alignment issue
 - Provided comments from citizens to steering committee regarding specific comments and concerns received
 - Jan: Did you hear from citizens again after they voiced their concern initially and you had responded?
 - Carri: In a couple of instances, yes, specifically with a few stakeholders
 - Generally, after stakeholders became informed, they simply wanted to submit comment to be on the record
 - Kent: Did you receive other input from citizens not specific to 3600 South project after the open houses?
 - Carri: A few, but not nearly as many as related to 3600 South
 - Stuart: Did the comments center mostly around the Hinckley Drive project, or were they more relative to this study?
 - Carri: Any relating specifically to Hinckley Drive were directed to that project's public involvement team; others related to 3600 South are very germane to this study
 - Curtis: Question re: orange package comment - "This lifestyle not likely in the near future. More attention to I-15 sooner." Do you have a feel for what that means?
 - Carri described the Orange package vision and the likely perspective of the stakeholder
- Working Groups
 - Working groups gave us feedback on whether the projects that were presented in the first meeting coincided with their cities' land-use plans and city budgets and planning
 - Jan: Are the maps you're showing today different from the maps you had on your site?
 - Justin: Not if you have downloaded them in the last two weeks; the latest versions were posted then
- Transportation Package Review - Matt Riffkin
 - The goal has been to tag team the working groups and the steering committee, leveraging the specific utility of each group (policy and geography)
 - Matt reviewed the four packages, going from yellow to blue to red to orange, explaining differences
 - Noted some of the differences between the packages through project examples
 - Many projects show up in each package
 - Max: Asked to describe Legacy in each of the packages; Matt did so
 - Goal of the day is to select one package based on vision; working groups will then add/subtract packages as needed to the chosen package

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- Steering committee is to provide broad vision; working groups can look project by project
- Package Analysis/Preferred Package Selection - Matt Riffkin
 - Described in brief key pad polling process
 - Land use
 - Briefly walked through land use plan used in analysis; Remained the same in all packages
 - Modeled based on 2040 projected land use
 - Package characteristics
 - Yellow: North-south oriented; high-speed roadways
 - Blue: Balanced north-south/east-west; highways added based on demand; transit to Ogden
 - Red: East-west emphasis; intensive transit to Ogden; some transit to multiple centers
 - Orange: Transit emphasis; walkable emphasis
 - Voting run-through
 - Transportation planning can have the largest impact on:
 - Economic Dev - 13%
 - Traffic safety - 6%
 - Land use planning - 19%
 - Traffic congestion - 31%
 - Environmental impacts and quality growth - 19%
 - Future transportation funding - 13%
 - None of the above - 0%
 - The cost of packages should be:
 - Constrained to how much we think we'll have - 0%
 - Slightly more aggressive than existing funds so we can lobby for more - 12%
 - Based on how much it costs to create a functional transportation system - 71%
 - Balanced between how much we expect and how much we can ask for - 18%
 - None of the above - 0%
 - VMT (Vehicle Miles of Travel)
 - There is a 3% spread between the Yellow and the Orange
 - VMT is often a good indicator of pollution
 - Max: Is high-speed more ROW intensive than transit?
 - Matt: Not necessarily; acres of new roadway is a better indicator, and we'll discuss that later
 - Stuart: Given vehicle technology, air pollution may not continue to be as significant a measure in transportation decisions
 - VHT (Vehicle Hours of Travel)
 - Again, about a 3-4% change between Yellow and Orange
 - Louenda: Why is Orange so high?
 - Fewer high-speed roads
 - Sitting on a bus typically takes longer than driving in a car
 - Planning level cost of projects

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- 12 - 15% change in cost across the packages
 - Team tried to keep packages the same cost-wise, but differences are demonstrated, based on a planning level analysis
- Acres of new roadway alignment
 - All w/in 2-3%
 - This can be a fair indicator of potential environmental factors and right-of-way
- Daily trips to Salt Lake
 - Even with same land use plan, data varied; less than 2% difference
 - Mobility would appear to drive employment
 - Rob: Is there a reverse effect? Would more people come to Davis and Weber to work if transportation to and from were easier?
 - That was not something specifically analyzed, but that may happen
- Based on travel patterns, I prefer:
 - Yellow - 6%
 - Blue - 44%
 - Red - 31%
 - Orange - 13%
 - None of the above - 6%
 - They are all roughly Equal - 0%
- Traffic Congestion
 - Matt walked group through general congestion considerations
- I feel that traffic congestion:
 - Should be eliminated at all costs - 0%
 - Should be minimized but may be unrealistic to eliminate - 47%
 - Is not always bad since it promotes transit and alternative travel modes- 13%
 - Should be managed and expected with only the worst congestion eliminated - 40%
 - Not important to me - 0%
 - None of the above- 0%
- Vehicle miles worse than LOS D
 - Darrin: Only rush hour or all periods?
 - Matt: All periods of time
 - 15-20% difference
- Avg free-flow speed vs. congested speed
 - Very small differences in free flow
 - Congested, bigger difference
- TTI (Travel Time Index)
 - Increasing traffic congestion w/ each subsequent package
- Transit users
 - 20,000 - 25,000 take Trax every day in SL County
 - Transit use goes up by slightly more than 20,000 (50%)
- Based on traffic congestion, I prefer:
 - Yellow - 13%
 - Blue - 38%

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- Red - 38%
 - Orange - 13%
 - None of the above - 0
 - They are all roughly Equal - 0
- East-West vs. North-South
 - Land use patterns suggest large residential growth in west of study area; more east-west travel in study area likely
- E-W is
 - Much less important than North-South because most of the major traffic flow is North-South - 6%
 - Slightly less important than N-S - 13%
 - Much more important than N-S because most of the N-S facilities are already planned- 13%
 - Slightly more important - 6%
 - Equally important as N-S because most trips go in multiple directions- 63%
 - None of the above - 0%
- Avg N-S free flow and congested
 - Bruce: Was the focus on intra-area roads or inter-area roads (in the study area)?
 - Matt: Both
 - North-south tend to have more freeways
- Avg E-W free flow and congested speeds
 - These speeds are slower than north-south across the board
 - Jan: Even with improvements, we're at 35 mph in congestion in 2040
- N-S TTI
 - Yellow is best
- E-W TTI
 - Red is exception to former curve
 - Providing more E-W seems to have worked
- Based on N-S vs. E-W I prefer:
 - Yellow - 19%
 - Blue - 25%
 - Red - 38%
 - Orange - 6%
 - None of the above - 13%
 - They are all roughly Equal - 0%
- My ideal overall package is (first vote):
 - Yellow as-is - 0%
 - Yellow tweaked - 13%
 - Blue as-is - 0%
 - Blue tweaked - 31%
 - Red as-is - 6%
 - Red tweaked - 25%
 - Orange as-is - 0%
 - Orange tweaked - 13%
 - Blend at least two - 13%
 - Start over - 0%

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- Group package discussion
 - Louenda: Likes walkable component of Orange and transit in Ogden. Can that be added to Blue?
 - Matt: Yes. Transit and walkable ideas can be integrated; the team will work with working groups to make that happen
 - Bruce: Every package should include as much transit as possible; group seemed to indicate strong agreement
 - Matt: For those who may have voted for the Yellow package, is Legacy being a freeway the driver?
 - Louenda: Even while Yellow stats were good, I didn't like it; philosophy was wrong
 - Kent: Idea is to start localizing jobs/etc. and Yellow gets away from that
 - Stuart: Land use (job centers, walkable communities, etc.) drives regional development, not necessarily transportation planning
 - Matt: While transportation planning can have a difference, land use can likely have a greater difference
 - Bruce: We are all one region; we have to be cognizant of what our local decisions are doing for the region as a whole
 - Jan: Even though Blue came out ahead, there are some roads/projects that should be added
- Blue package group discussion
 - Additions:
 - Jan: 21st Street - Add to Blue as it is on the Red
 - Bruce: Transit line from downtown Ogden up to north as BRT; also, Ogden to Hill Field as BRT
 - Chris: Make SR-193 a 4-lane arterial on the Blue and extend it all the way to Legacy (as shown)
 - Jan: Legacy 4-lane up to 12th; 2-lane north of 12th
 - Wayne: US-89 as 6-lane arterial to Harrison
 - Walkable (Ogden and throughout) transit emphasis
 - Deletions:
 - Pioneer: Don't widen the road as indicated, but improve deficiencies
 - Discussion re: 2550 North and 21st Street as to which may be a better alternate
 - Discussion re: limited access
 - SR-193 as example; Chris and other area cities see this as the last developable center for jobs/commercial/etc.
 - Stuart: "Hybrid" down in Utah County (SR-92) may address both the needs of limited access (mobility) while accommodating development
- Final voting
 - My ideal overall package is (second vote taken as if the prior discussion of additions and deletions had already been incorporated into the Blue package):
 - Yellow as-is - 0%

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- Yellow tweaked - 0%
- Blue as-is - 81%
- Blue tweaked - 19%
- Red as-is - 0%
- Red tweaked - 0%
- Orange as-is - 0%
- Orange tweaked - 0%
- Blend at least two - 0%
- Start over - 0%
- The idea of package themes is:
 - Very useful in identifying shared goals - 94%
 - Very distracting in trying to pick needed projects - 0%
 - More useful than distracting, but did add some confusion - 6%
 - More distracting than useful, but did allow for streamlined decision making - 0%
 - None of the above - 0%
- When adding or subtracting projects, the following information would be most useful:
 - Project cost - 0%
 - Expected number of users - 6%
 - Level of congestion on the road - 19%
 - Natural environmental impacts - 6%
 - Social environmental impacts - 0%
 - Community support/opposition - 6%
 - Project objectives - 13%
 - None of the above - 6%
 - All equal - 44%
- Wrap-up/Next Steps - Carri Hulet
 - Next meeting is July 17th from 2 - 4 p.m.
 - Packages are available on Web
 - Steering committee members are invited to send comments/input in coming weeks re: specific projects or general ideas for the study
 - Working group meetings are also already scheduled - May 14 and 15; Steering committee members are welcome
 - Carri asked steering committee members if any other information or tools would be useful for steering committee input/participation
 - Jan: Please send the new, improved blue map when it is available
 - Matt: Will do once the Working Groups have worked on the package

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DWEW Working Group Meeting 5/14/08

Attendees:

Brad Humphreys, UDOT Pre-Construction Engineer
 Nathan Peterson, UDOT Project Manager
 Wayne Bennion, WFR
 Matt Riffkin, InterPlan Co.
 Vern Keeslar, InterPlan Co.
 Aaron Watson, J-U-B Engineers, Inc.
 Mike Worrall, J-U-B Engineers, Inc.
 Casey Brown, J-U-B Engineers, Inc.
 Carri Hulet, The Langdon Group, Inc.
 Justin Smart, The Langdon Group, Inc.
 Scott Hess, Davis County
 Andy Thompson, Kaysville City
 Barry Burton, South Weber City
 Gregg Benson, Clearfield City
 Kent Bush, Clearfield City
 Boyd Davis, West Point City
 John Anderson, West Point City
 Lynn Vinzant, Clinton City
 Darrin Wray, Hill Air Force Base
 Steve Anderson, West Haven City
 Bruce Talbot, Pleasant View City

Notes:

- Process Overview - Justin Smart, The Langdon Group
 - Justin reviewed the process and results of the Steering Committee meeting in April
 - Justin laid out the goals for today and what will happen after this.
 - Matt reiterated the fact that we want to show a list of projects to the public that fit into a particular vision for the counties.
 - Mike explained that J-U-B has done some preliminary assessments of each of the projects.
 - Looked a little closer at two major areas
 - Wetlands and Cultural (affecting a lot of the environmental decisions)
 - NEPA and Clean Air Act
 - Right of Way
 - Wetlands
 - Low: 1 - 10%
 - Medium: 10 - 25%
 - High: over 25%
 - Cultural Resources
 - Low: 5 or fewer historical/cultural resources/mile
 - Medium: 6 - 10/mile
 - High: over 10/mile
 - Right of Way
 - Estimated number of properties that would need to be moved by the project - estimated by acreage
 - There are a lot of projects on here that have been talked about for years. Others are new. Would like to focus the discussion, first, on projects that they might want to take off. Any questions with the thought process?
 - Lynn V. - Did you take into account how land use will change over time?

1

- Mike: No. Our analysis is based on what we have today
- Bruce Talbot: The Legislature will want to know what the ROW and wetland impacts will be.
- Brad: Could the cities come up with a low, medium high development rate?
 - Mike responded: It would certainly help to know how a corridor might change over the next 20 years.
 - Matt: Yes. Good suggestion. We look to the cities to help us know that kind of thing.
- Matt R. - Let's make sure we keep our eyes on the themes and the goals so that in 20 years, it's clear to the people considering the project why it was chosen, and what relevance it has to the overall vision
- Bruce: Each community needs to have an understanding of what corridors are being preserved and/or developed
- Scott: Can we add projects to this package? Is there anything stopping us from putting another line on the map today? Would another \$1 billion be unreasonable? This project doesn't have a lot of transit, for example. Can we add that?
 - Matt: We asked the steering committee that question and they basically said, let's create a functional system and not worry about the money at this time.
 - Mike: \$2.8B sounds like a lot. But I-15 in Utah County is costing \$3B right now - for half the project.
 - Justin: that's part of the goal of today. To look at each of the projects.
- Matt: We're doing two things - fixing up these fact sheets, and looking at individual projects
- 2100 South connection to Legacy
 - Steve A.: West Haven's understanding is that the county had decided not to preserve the 2100 S. corridor, so they took it off their plan. Now there are subdivisions there.
 - Bruce: Is 2100 out?
 - Steve A: West of the currently preserved corridor in the West Haven area, there are new \$500k and up houses you'd have to take.
 - Lynn: Are there new options rather than existing corridors.
 - Aren't there some good rules of thumb with regard to collectors tying into Legacy?
 - Darin: New road at 2550?
 - Mike: Based on discussion, 2100 South may not be such a bad location, but it may need to be fine-tuned around current and future development.
 - Steve: May not need a direct connection to Legacy. An east-west corridor is necessary here, however. It could tie to frontage roads that connect to Legacy at another point.
 - Bruce: Need a connection between the two big roads: Legacy and I-15.
- BRT Downtown Ogden to North Ogden
 - Bruce: Thought is to provide 'within the area' transportation systems.
 - Matt: If on Wall Ave, would the group see taking travel lanes on Wall Ave or promote finding additional ROW for transit?
 - Nathan: Ogden City would rather see it go down to Washington.
 - Matt: The idea of working to provide connectivity via transit is generally supported by this group.
- BRT from Ogden to HAFB
 - Darin: Would like to see the BRT line tie into the Clearfield Frontrunner station.

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- Wayne: Consider extension south from the base to additional people-centers: Weber State Davis Campus, future development, etc.
 - Matt: Sounds like group supports connecting Ogden with HAFB and points south along the Bamberger line.
- SR-193 Four Lane
 - Already slated and supported. Discussion needs to be around access control.
 - Matt: There are degrees: Left-hand turn controls, Bangerter Highway, etc.
 - Boyd: The three communities are considering this as a prime commercial development area, so access control is a vital consideration.
 - Vern: If campus-like development is the goal, a more access controlled road could serve that purpose better.
 - Discussion re: frontage roads as forwarded by Stuart Adams during SC meeting.
 - Boyd: Frontage roads may be a good option.
 - Matt: Not restricting access, but ensuring it is managed and spaced appropriately.
 - Vern: Especially west of SR-108.
- Widen US-89 to 6-lanes from I-84 to Harrison
 - Bruce: It's needed.
 - Group: It is an important project.
 - Nathan: New interchange at US-89/I-84 to accommodate the additional traffic coming from the canyon.
- I-84 to I-15 Interchange improvement
 - Potentially do it at 5600 South.
- Discussion re: Adams Toll Road
 - Matt: Understands that UDOT decided not to engage in the risk associated with the road. A private entity did build the road and assume the risks, but built the toll system in to mitigate the risk.
 - Boyd: This is the only option other than Riverdale Road to US-89. UDOT should look at options here.
 - Matt: Move the project associated with Adams from the Red package over to the Blue?
- Deletion of Pioneer Road
 - While there is a need for connectivity from I-15 to the west, Pioneer Road is likely not the answer.
 - Vern: Marriott-Slaterville expressed concerned with ROW impacts.
 - Mike: This may not be the place for that connectivity.
- Bike/Walkable Focus - 4000 South
 - Matt: If bike lanes need to be incorporated on specific routes as part of these projects, we should identify them now.
 - Stephanie: 4000 South in West Haven should be included as one needing bike lanes when it is expanded.
 - Bruce: I think a preference of the SC and the WGs has been to build in walkability and bike paths.
 - Mike: While that is the overarching goal, Matt's point is to identify specifically where they should be considered as major features.
 - Steve: 4000 South is the FrontRunner station. This would provide bike connectivity for folks to that station.
 - Mike: Include bike lanes/connectivity as goal of the 4000 South project.
- West Hill Field Road Extension: 2200 West to Legacy
 - John: Wondering about the need of extending that to the west that far.

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- 4400 South
 - Steve: Improving this road would greatly improve east-west connectivity. Many take it now.
 - Matt: Should be added if it not already.
- Syracuse Road
 - Wayne: Does this need to be a 7-lane road at some point in the future?
 - Gregg: SR-193 may take a lot of the load off of Syracuse Road.
- Matt: Anything else that needs to be addressed?
 - Study team to contact Steve Anderson to discuss potential 2100 South alignments.

4



Steering Committee Meeting Notes

Date: Thursday, July 17, 2008

Time: 2 - 4 p.m.

Location: Clearfield City Offices

Committee Members in Attendance:

Andy Thompson – Kaysville City	Kent Jorgenson – UTA
Boyd Davis – West Point City	Brett Ferrin – Plain City
John Anderson – West Point City	Another Representative – Plain City
Bruce Talbot – Pleasant View City	Barry Burton – Davis Co./So. Weber City
Kent Bush – Clearfield City	Rodger Worthen – Syracuse City
Chris Hillman – Clearfield City	Max Forbush – Farmington City
Stephanie Carlson – West Haven	Glenn Symes – Farmington City
Curtis Christensen – Weber County	Louenda Downs – Davis County
Rob Scott – Weber County	Wilf Sommerkorn – Davis County
Sue Zampedri – Ogden City	

Study Team Members in Attendance:

Matt Riffkin	Wayne Bennion
Vern Keeslar	Mike Worrall
Brad Humphreys	Carri Hulet
Nathan Peterson	Lucy Park

Key Points:

- #1: Hinckley Dr. Extension: Interplan's suggestion is to not add extension from I-15 to Wall Avenue.
- #4 vs. #2: Stephanie Carlson said that most of the West Haven City Council does not support option 4 unless there is a full interchange at option 2. If option 2 is a full interchange, then Stephanie indicated that option 4 is not necessary. This area needs another north/south connection.
 - Matt Riffkin said that Interplan prefers to recommend a full interchange at option 2. Option 4 will be the alternative noted in the fact sheet if option 2 isn't accepted.
- #3, Pioneer Road: Suggested connecting Pioneer Road east of freeway to Larsen Lane. Harrisville said no, (but they have supported a straight shot).
- #6 & #7: Lose the link to commuter rail on the north. Add the run to Roy City, (suggested by Kent Jorgenson to have greater potential ridership). At the alignment on Riverdale Road, don't add a dedicated BRT lane.
 - Curtis Christensen: It doesn't seem right to not include the northern commuter rail connection.
- #8: Syracuse City said they have no plan to connect this road to Legacy.
- #9: Leave project in recommendation, but explain in its fact sheet more the concept than specific alignments.

- #14: Recommend no interchange at Fruit Heights (is this the Shepherd Lane interchange?), and possible upgrade to freeway standards.

Review of Phasing/Priorities

- Legacy Highway:** Vic Saunders indicated that a better term for "Legacy Highway" is the West Davis Expressway.
- S.R. 108:** Chris Hillman: The Transportation Commission has already dedicated \$200 million to S.R. 108, (in April's meeting). Sheldon Killpack and Stuart Adams helped acquire this project's funding.

General Comments

- Factors Affecting Future Travel:** External forces, gas prices, and energy constraints are changing the way we travel. Include broad statements in the final report about the need for connecting main projects to the major travel routes.
- S.R. 108 Project Limits:** There was a lot of discussion about clarifying the SR-108 project in name and limits. There was general concern about making sure the names of the projects were right, and that the lists and the map correspond.



PUBLIC OPEN HOUSE

How will you get around Davis and Weber Counties in 2040?

What regional transportation issues need immediate action?

Come give your input at a public open house, hosted by the Utah Department of Transportation

Davis County

Wednesday, Feb. 20

4:30 - 7 pm

Clearfield City Offices

55 S. State Street, Clearfield

Weber County

Thursday, Feb. 21



4:30 - 7 pm

Theater Annex, Union Station

2501 Wall Avenue, Ogden

*Please call 801-388-1839 for more information, or visit
www.udot.utah.gov/daviswebereastwest





**DAVIS WEBER EAST-WEST TRANSPORTATION STUDY
OPEN HOUSES**

How will you get around Davis and Weber Counties in 2040?
What regional transportation issues need immediate action?

Come give your input at a public open house, hosted by the
Utah Department of Transportation in cooperation with the
Wasatch Front Regional Council

Davis County	Weber County
Wednesday, June 11	Thursday, June 12
4:30 - 7 pm	4:30 - 7 pm
Clearfield City Offices	Theater Annex, Union Station
55 S. State Street, Clearfield	2501 Wall Avenue, Ogden

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